

16.

**WILLIAM C. TABER & SON,**

No. 45 Union Street,

**NEW BEDFORD,**

Have constantly on hand a large assortment of  
Charts and Nautical Instruments, and Works on Navigation,

— COMPRISING —

*Blunt's, Storie's, Laurie's, Steele's and Horsburgh's Publications.*

Sextants, Quadrants, Octants, Barometers, Telescopes and Spy  
Glasses, Thermometers, Gunter's Scales, Dividers,  
Parallel Rules, etc., etc.

— WITH —

Horsburgh's East India Directory, Bowditch's Navigator,  
Blunt's Coast Pilot, Shipmaster's Assistant, Nautical  
Almanacs, Lunar Tables, etc., etc., and

**STATIONERY OF ALL KINDS.**

Paper, Quills, Ink, Wafers, Log Books, Log Slates, Journal Books,  
Pen Knives, Jack Knives, Steel Pens, Gold Pens, and

**BLANKS OF ALL KINDS.**

1224



- #1 Schooner Eliza - Nov. 1, 1849 - Feb. 1850  
#2 Schooner Eliza - April 1850 - Sept. 1850





Journal of Winter Cruise in the Schooner  
Eliza Supplying Light Houses from Amelia  
Island Florida & throughout the whole Coast  
from there to Vermillion Bay Louisiana 33  
Light Houses 432 Lamps & have on board  
10,569 Gallons Spring whic will give 26  $\frac{9}{16}$   
for Lamp & 5,233 of Winter Oil whic will give 12  $\frac{9}{16}$   
for Lamp. Making 38  $\frac{24}{16}$  for Lamp —

With a Crew Consisting of Nine in number  
Joseph Howland Captain. Joseph Crowell  
Mate Elisha Thurman 2<sup>d</sup> Mate. Stephen Knight  
Copper Smith. Francis Holcomb Cook & Steward  
Shubal Weston. Joseph Hubbard John  
Kenasick Jeremiah Bennett Seamen,  
& William Croft. Boatswain. — Set sail from  
New Bedford Wednesday Oct 31<sup>st</sup> 1849. but  
Sea Account begins which is the 1<sup>st</sup> of November  
fresh Breeze from the North & pleasant weather  
at 5.30 PM took my Departure from Block Id  
bearing S.W. by W 8 Miles Distant Steaming for  
Compass S.W. Sailing 8 Miles per Hour Middle part  
Stiff Breezes & pleasant at 2 AM Overcast at 7 AM  
Snow a little Wind variable from S.W. to S.E. & S



Cloudy Sun Obscure we have Sailed for Log 129  
Miles NW Course Lat by DR  $39.35^{\circ}$  Long  $73.00^{\circ}$

Nov 2<sup>d</sup> 1849 This Day begins with stiff  
winds blowing from NW to N. Steering NW under  
Lower Sails Sailing 7 Miles in Last Manight  
Clearway at Daylight Clear & continues so through  
the Day with Light Breeze from 4 am until Noon  
Wind at NE - we have ~~changed~~ <sup>steered</sup> ~~steered~~ <sup>SW</sup> ~~SW~~  
but have made our Course NW by S since we  
took our Departure from Block Island we are now  
in 54 fathoms black & New Gravel & Sand & Shells  
Lat by Ob  $37.22$  Long  $74.32$ . the Eliza has gone 45  
Miles more than we have Log her

Lat by Obs Nov 3<sup>d</sup> 1849

All this Day fine pleasant weather wind blowing  
E Round to N Middle part fresh winds at 3.30  
am heard Breakers ahead Steering NW & we took  
in 3 fathoms. if I had not come on Deck she  
would have run on there in ten minutes the  
Mate appeared to have no use about him Head of &  
Headed up South of at Sunrise SW Made S port  
Smith's Land at 10 past Cape Henry Light in  
Light at Noon Light air



Sunday November 4<sup>th</sup> 1849.

All this Day Light Winds from South to Ew  
Beating Along the S Carolina Coast from Cape  
Henry to Hatteras at Noon abreast of Oags head  
one Sail in Sight

Monday 5<sup>th</sup> 1849

All these 24 Hours fine pleasant weather with  
Light winds from WSW round to S. S. E. Standing  
To the Southward at 1 PM tacked Ship to the West  
at 2 as made Bodys Head Light House  
at 4 as tacked Ship of there wind hauling gradually  
to the West headed up SW at 11 as made Cape  
Hatteras Light bearing SW by W at 2 Am it bore  
W kept off S. S. E. to go round the Shoal but sight  
of the Light bearing NW by W and depth 25 fathoms  
headed up S. W. to SW & NW by W calculating that  
we were to the South of the Shoal at 8 am.

See the Light bearing N. W. by W we have a very strong  
current setting N. by E & light Winds at Noon  
Sail across the Shoal in 6 1/2 fathoms Light bearing  
N. W. 10 miles distant from which I took a quick  
Departure & stood NW by W to Star Point made  
a Back ahead as far as we could to distinguish her  
before her at Noon turning our course



4  
Tuesday Nov 6<sup>th</sup> 1849

All these 24 Hours fine delightfull weather  
All Sail Set (Wind) from N to N E Steering  
SW by W until 6 PM then SW by W at 11:00  
Made Cape Look Light House bearing W by N  
Haul to the Southward until we lost Sight of  
it of Deck then Steered our course again SW  
by W we have Sailed for Log 104 Miles Lat 34.04

Wednesday Nov 7<sup>th</sup> 1849

All this Day Light breeze from the N to N E  
& delightfull weather All Sail Set at 11 PM Sounder  
in 10 fathoms on Flying junc Shoal at 1 am 14  
fathoms & have been Sailing in 16 to 17 fathoms  
the Remainder of the Day we have Sailed 70 Miles  
the 24 Hours but only have gone by our Lat  
& Soundings 45 Miles past several Sail of vessels  
Standing to the N E & have run 3 vessels out of  
Sight since we past Cape Hatteras Standing on our  
Course Lat by Obs 33.26

Thursday 8<sup>th</sup> Nov. 1849.

This Day begins with Light Breeze from N E All Sail  
fine pleasant weather at 2 Wind Haul to S E & soon  
to the South at Sunset Clouds up appearance of Moon



at 10. as Rain Squall. Meanlyt Squally  
at 6 Rain at 2 Am took a Squall from the  
S.W. Rupt Firesail Double reefed Mainail stark  
Barnett of the file horse Ship at 4 Am headed up  
W.S.W. 11 fathoms Water at Daylight blowing quite  
Heavy heading up. No rising Clouds at Noon fine  
The other considerable Sea rising from the South. were  
Ship heading up W.S.W. 5 in 11 fathoms Lat of 32° 13'  
Long 78.11 George Town Light bears W.S.W. 2 1/2 miles  
Friday Nov 9<sup>th</sup> 1849

All this Day has been Clear weather  
heavy Wind from the Westward standing in  
on a S.W. W. course at 3 PM Made Land between  
George Town & Cape Fear at 7 PM took Ship  
to the S.W. 6 fathoms under Single Reef Sails  
at 11 as Made George Town Light bearing  
S.W. by W at 4 Am last Sight of George  
Town Light Made Cape Roman Light in 6 fathoms  
took Ship to the S.W. W. 1/2 to Windward to wait for  
Day Light to go round the ~~sound~~<sup>Shoal</sup> at 8 Am  
first shot on board of it in 6 fathoms headed up up  
S.W. by W & layd the Land being at Noon quite  
Moderate 15 Miles to the N.E. by E of Charleston  
Light. Pilot Boat No 1 spoke us asked to be re-  
ported when he arrived into port



Saturday Nov 10<sup>th</sup> 1849

All this Day fine & bright full weather  
Wind from West to N. at 1 PM Made Chartier  
Light House of Deck bearing W by S at 3<sup>00</sup>  
Took Ship in Shore fresh Veins at 5<sup>00</sup>  
Took Ship & headed up S W Chartier Lt  
bearing N W by W at 7<sup>00</sup> headed up N W by W  
at Midnight S W 6 in 11 fathoms at 1 AM  
Wind Head to S W. Then W S W at  
~~Sunrise~~ at Day Light Made Land in  
8 fathoms went aloft & Made Gybe Light  
House bearing N W by E we are now off  
of the North Point of Great Warsaw Island  
at Noon came to Anchor of Sappelo Sound  
flood tide setting us in over the Bar and  
in 2 <sup>3</sup>/<sub>4</sub> fathoms smooth as a mill pond the Beacon  
on the South End of St Catherine Island  
bearing W by S 4 miles distant

Sunday 11 Nov 1849 this Day begins  
with clear & bright full weather & calm Lying to anchor  
of Sappelo Sound outside the Bar at 2 PM  
a brace Sparring up from South side upcast  
& Flood of E S E at 4 PM Took Ship in Shore



Light winds at 7 AM tacked Ship of Shore &  
Made Soppels Hand Light being SW by W  
headed up SW to South Minding Pleasant  
Light winds at 7 am tacked Ship to NW by N  
in sight of Lohu from Mast Head at 9 AM tacked  
Ship to the SW & W by W past a Ship east away upon  
St Andrews Bay at 11 Made L House on Lembeh  
Island at 2 am came in over the Bar Left  
Booth Bays on the Starboard Hand and to come  
to anchor abreast of the Town of Fernandez Amboin  
Island Midnight Light winds from ESE this evening  
there 36 hours All Well a passage of 11 Days  
from Oran Bedford.

Monday 12<sup>th</sup> November 1849

Lying at Fernandez the tide was too early  
for us to go up the creek with our Supplies  
the distance 3 miles to the L House & when  
it is high water there it is half tide at the mouth  
& when it is Low Water on the beach to the  
Eastward of the L House it is high water at the  
Light. Winds to Day has been from SE &  
Pleasant weather all hands employed Scraping  
down the Masts & both on repairs of the Launch

<sup>12</sup>  
Tuesday 13 Nov 1849

Lying at Ferdinandina Mind at East  
to appearance of A Storm at Sunrise started  
with our Large Boat to in her our Oil for  
the Light House got up before high water  
& supplied the Light & saved the tide out  
& got on board the Schooner at noon at  
7 PM began to Rain Midnight Blowing  
fresh & heavy Rains

Wednesday 14<sup>th</sup> Nov 1849  
this Day begins with fresh Rains & Rain  
at 9 AM stops raining at noon stiff  
Breezes went up to the L House at 2 PM  
& put on Eight 15 Inch. Refreshers returned  
back at dusk Gale increasing at 8 Blowing  
very Heavy wind ESE at 9 at 10 inch E

"Feathering Star out. O how best we are  
of the Lord for bringing us into a good harbour before  
this Gale come on O my Soul praise God for  
his Providential Care over us

Thursday Nov 15<sup>th</sup> this Day begins  
& ends with a very heavy Gale of Wind at some  
part of the Day with heavy rains



Friday Nov 16<sup>th</sup> 1849

Lying at Fernandina All this Day Blowing  
a heavy Gale from S to S.E. Clear & Cloudy through  
the Day filled 2 casks Water through the Day  
& got wood & pick up a drift piece of Boards painted  
broken piece of Deck plank Long Boat Chock etc.  
which was fragment of a Ship that we lost last Sunday  
Cast away on St Andrews South Biscayne an English  
Ship 800 tons

Saturday 17<sup>th</sup> Nov, at Fernandina  
All this Day Blowing fresh Gale from S.W. to  
N.W. thick weather until 2 P.M. then clear but  
cloudy or all overcast at 7 no appearance of Rain

Sunday 18<sup>th</sup> 1849

All these 24 Hours blowing fresh from the  
N.W. S.E. Still Lying at Fernandina

Monday Nov 19<sup>th</sup> 1849

All this Day Light Breeze from S. to S.W.  
& Calms went with my Small Boat up  
to St Marys & returned back left a letter  
in the Post Office for my Brother —  
got under way in the boat of the Eld & sailed  
over to Cumberland Head & came to Anchor  
at Sunset

Tuesday Nov 20<sup>th</sup> 1849

Pilot came on Board at 7 am weighed anchor  
& sailed from Cumberland Head (Bar) where  
& proceeded over the Bar. Point-Boy on the  
Starboard the 2<sup>d</sup> Boy on the Larboard the  
Length of the Schooner Steered N E by E for the  
Outer Boy which can be left either Side Shoofest  
Water 2 1/4 fathoms half-tide very smooth no broke  
to be seen at 9 am cross the Bar paid him  
\$18.18 Cents for both pilotes & left us Squard away  
for St Johns River Light House All sail set  
at Noon showing fresh 3 Brigs had gone in the  
over the Bar & one large Schooner like the  
Empire of New York had just come out to cross  
the Bar as we fell in with her took her post  
which carried us in had 11 feet feet it being high  
Water. passed a brig coming out. at 1 PM came to  
anchor at our usual anchorage. you bring the Light  
House to bear S E by E 10 S run for it & pass bet  
ween the 2 Boys on the Bar & leave the Post-Boy  
to the Westward about a Schooners Length the  
inner Boy go either Side then stand up to the west-  
ward at 2 PM went to supply the L House &  
return on board at sunset



Wednesday Apr 21<sup>th</sup> 1849

All this Day Light blins first from the S.W  
middle part from id High Water at 1 PM Latter  
part from East & pleasant weather could not  
get out over the Bar so was the Day

Thursday Apr 22<sup>d</sup> 1849

all this Day fine pleasant weather Light  
Airs from N.W to N. N.E. E S E. High Water at  
1 PM could not sail. went down to the  
point below the Light House about a mile &  
cut a Log Boat full of Live Oak Wood which  
had been washed down by the Late Gale

Friday 23<sup>rd</sup> Apr

All this Day Light blins from the Eastward  
& Calms Dropt down to the Inner Bay or just  
below it in case of the wind would brace up to  
be ready to sail out on Boat out the Course  
out would be S S E to the next bay within the Bar  
& from there between the 2 Bays on the Bar would  
be up E. best water is close to the Spar bay which  
is to the Eastward of the Case Bay you must go to  
the Eastward of the Middle inside the bar reef  
at high water weigh our Anchor & drift back  
to our anchorage & come to anchor

Sat 24<sup>th</sup> November 1849 Still lying in  
St Johns River Wind to Calm bound Light-  
Cair to Calm at 10 Am. Heigh anchor to Dept-  
Dean to the Iron Booy in hopes to have a  
Bride to carry us out at high water but had  
none Drifted Back to Calm to Anchor at  
3.30 PM quite a good Bride inside harbor  
outside

Sunday 25<sup>th</sup> Nov 1849  
Still lying in St Johns River fine pleasant  
weather Wind from SE to S high water at 3.30 PM  
did not come off consequently remained in  
port Hela on Evening Meeting in the Cabin  
Enjoyed a good Season Brother Wm Croft &  
Brother Shorman each occupied a part of the  
time Myself took the 1<sup>st</sup> Chapter of Hebrews  
to Read & Explain. So was the Day

Monday 26<sup>th</sup> November  
fresh Breeze from S to SW until 3 PM then  
shifted to NW with Rain did not come on  
board at 2.14 PM hove up anchor Made Sail  
& Sailed out & in going out half way between the  
the the Booy inside of the Bar & the one outside  
of the Bar struck twice pretty heavy I hope that



No Damage is done to the false Keel or Sheaving  
at 3 PM anchored our pilot paid Him twenty  
five Dollars <sup>5 ten that</sup> Cash & gave the 3 pilots Ten cts  
of Spring Oil at 115 Cents per gallon which makes  
up the Pilotage thirty two Dollars. 8 ft of S and  
at Sunset Captain Mearns bore N.W. by N 12  
Mile Distant showing S by E. at 5 PM S & wind  
N.W. & Raining quite a Sea bearing in from  
the Eastward at 8 PM made St. Augustine  
Light-Bearing South at 9 do bore to  
Small Boats of Rain at Midnight appear  
of a gale from the N.E. stiff wind at  
10

Tuesday 27 November 1849  
from St. Johns harbor to St. Augustine  
This begins with fresh winds from N & South  
West being too beating for Day Light in  
sight of the Light-bearing S.W. at Day Light  
Kept of being not far to the N.E. of the Bar  
Considerable Sea on Sea the pilot a running  
by of until it came within the South  
Breaker & set his wife a Sea flag upon a pole  
bene Survey cross the Bar in all feet & soon dischar  
ged the Boat he could not get on board told us to go

up round the point of Brooks & come to anchor  
we did so blowing strong now about 3 quarters  
of a mile to the S.E. of the Light & just before  
the Lagoon Entrance the tide one quarter Ebb  
When we crossed the bar I should have said  
nearly half Ebb. Wind at N.W. at 9 we went  
up with our Supplies to the Light House  
Rode our oil up into the L.H. & left it there  
Our Board got under way & went up above  
the right hand point & came to anchor at  
our usual place. Went down on the Beach  
to the L.H. & humped off our oil & left the books  
it being ~~very~~ rough could not go there with the  
Boat calculating to go after them on the following  
(Day returned on Board) the pilots took their  
Row Boat on Shore but have not paid me for  
her but I am not worried about it. Letter just  
more Mercantile

Wednesday Nov 28<sup>th</sup> 1849

All this Day fresh Binnas from N. at Low  
Water went down to the Light House & brought  
up our Empty Casks. Went on Shore with our  
Crew & got my pay for the pilot Boat - Eighty five



Dollars how Greatfull they were to me for having  
her Built & fitting her Out She is called the first  
boat that ever was here All the City has been Down  
to see her

Thursday Nov 29 1849

All this Day Light Began from the N. E. Wind  
Weather could not sail we now have 2 tides  
Morning & Night. took a ride with Mr Croft  
into the Country & about the City. went to see  
Miss Edwards. & Mr. Lacy. & Mr. Loby & Mrs  
Arvin So was the Day

Friday 30<sup>th</sup> first of Decr part of the  
Day Light Began from E. & N. E. Spencers  
family from the City of New York. 4 of them  
Son & Daughter Father & Mother & Mr Croft All  
of us in our Small Boat left the City & were  
on Board & Examined the Beautifull Chion was  
much Admired by them we then went Down to the  
L. House & into it then took a stroll along the Beach  
one Small Schooner came in from Charleston we  
return to the City latter part Raining at times

Saturday 1<sup>st</sup> Decr 1849 first part  
calm at 8 Am Small boat from the South  
went on board myself to work in the Pilot Boat

got under way at 9 am tide running flood  
made 3 tacks to fetch by the point of Shoal  
Point Boat on the Bar waiting us as we came  
Down Boat over the Bar had 15 feet surge  
to anchor Discharged him paid 32 Dollars in salt  
filled away. One Schooner coming out bound  
South or to St. Johns Wind South by E went  
to Beating towards Cape Carnarval Moderate  
Breeze So ends the Day

Sunday 2 Nov 1849

All this Day Winds from S to SW  
beating towards Cape Carnarval in sight  
of the Florida Coast in the Day time Standing  
Close on board the Beach before taking up  
Boat judged ourselves at 30 miles from St. Augustine  
at midnight lying our course along shore sailing  
5 miles per Hour

Monday Nov 3 1849

first part fresh Winds SW to pleasant weather  
turning S by E wind SW at 5 am Made Cape  
Carnarval Light bearing South 9 points with  
at sunrise 6 miles from the Land Just to the  
South of the Cape one Schooner in sight  
Standing South beat Round the Shoal in  
sight of the L House & Dwelling to be seen of  
Dark say 6 miles off - & When the L House  
bears NW by N you are to the Westward of the point  
of Shoal Cross it in 4 points Star in West until



the Light bears. N.E. there Run for it & drop a bar  
about a mile of 2 fathoms Continue until you  
Dip into 2 f. Low Water & anchor about  
half a mile from the Shore or Bower if you please  
if the Main is S. or S.W. E. but we anchored the  
L. House leaving N.E. by N.  $3\frac{1}{4}$  of a mile from the  
Beach we were so far of. got our fire in there.

Tuesday Decr 4<sup>th</sup> 1849

a fine pleasant Morning went on Shore to load 2  
Casks up to the L. House found the Assistant Keeper  
there & the Assistant Dept Collector arrived last night  
his name is Melvorn took his mule to boat & helped  
us draw up 2 casks of the Sails. Hoisted up 3 casks got  
through at noon & returned on Board Light winds  
from N.W. & got under way. Steered S.W.  $\frac{1}{2}$  a mile  
then S.W. a half a mile then S.E.  $\frac{1}{2}$  E. at 5 PM  
Sailing 6 miles in 4 hours we are 20 miles from the  
L. H. 5 miles from Land & in 8 fathoms fine pleasant  
weather Main N.W. at 8 PM Wind blowed out  
to the S.W. soon became calm at 9 no wind  
to the West at Midnight Light - wind 12 fath  
Water Steaming S.E.

5 Decm 1849

All this Day fine pleasant weather  
Sailing towards Cape Hovinday fine Breeze  
from NW-W steering Steady S & S by S 3 miles  
hour at Day Light - See the Alaskan  
Shore 2 times the Distance to the Mouth of the  
at 9 am lost in with the Land at 11 AM  
past trees standing in the water ships  
banks where the Sea had washed away the sand  
& was breaking against it - at Noon Latt 27:44  
at 2 PM past a wreck head on Shore her  
stern & all her beams gone Bowprit Steady  
Spars on the Shore & just to the South of her on  
the Beach a large chamber of Mahogany logs  
See one man with a pack on his back, lodged  
by the wreck travelling North at 3 past Rocky  
point - 2 Logs were out of water & some short  
Distant to the South of the Point & at 4  
past the Beach where was no trees & but a  
short Distant into the Lake or River Inside  
we have been sailing 4 to 5 miles on hour Steady  
from S & E to South at Rocky point & some  
Distant say 10 miles the current Set West on head  
of the Beach at 6 we have sailed in 6 to 7. 8. & 9 fath  
of water since 9 am now 8 PM



Leaving ourselves about 30 miles from the Cape  
or Key Biscayne a fine pleasant Evening as smooth  
as a mill pond fine Breeze from N by E All  
Sail Set Midnight Light-uis & then they  
we are Sailing Chat-on Board of there to keep  
out of the Gulf Stream Lay in 9.8.7 & 6 fathoms  
water

Thursday Dec 6<sup>th</sup> 1849  
All this Day fine & lightfall weather Sailing  
towards Cape Florida Light-wind from S to  
to S by West W Sailing to Chat-on Board the  
Florida East in 8 to 4 fathoms at Day  
Light-fair) we were by the Broken Land  
Drawing towards the Cape See a Schooner  
on our starboard Bow to the S E of us the same  
one that we see of Cape Carnival he  
supper kept onto the Gulf Stream & we  
kept inside of it at 7 am Made the Cape  
Light-House bearing South at 7 am  
Light House bearing SW 3 miles distant  
about 10 am Landed our Boat & with our  
Supplies went to Supply the Light. Mr  
Lake & wife & Stephen were there they have  
been preparing the Light House for a defence

in case of being attacked by the Indian  
Shoals a War Break up against between  
them & the Government of the U S States. They  
filled 2 Oil Butts with Sand placed them inside  
of the Door just wide enough for one person to come  
in but that space will be filled up except room sufficient  
for a person to crawl under. & Should the Indians  
make that attempt to crawl under they are to stand  
by with deadly weapons to split their heads  
open - - what a State to live in - -  
a Surveying Schooner lies inside, the Schooner  
with my Mate on Board Drifted to the South  
until the Light House bore only 1/2 mile  
from the Lt then came to anchor in 11 feet  
High Water returned on board at 4 PM from  
the Shoal Extended nearly to the Schooner what  
a short distance to the Westward we sailed  
with our Car which sailing of B had only 8 ft  
gab under way with a Light - Brass Shot  
to the N E & then Dipped into 3 6 3/4 fathoms come  
to anchor Light House bearing West 24 miles  
Distant Soldiers Key bearing S W & the furthest  
land to the North bearing N. we came to anchor  
because there was not water strong enough  
to stem the Gulf Stream latter part Light



Friday Decr 7<sup>th</sup> 1849. Light-air from  
Midnight-until 4.30 AM Lying to Under Cape  
Morian L<sup>t</sup> bearing West- 24 Miles distant-a  
Burdigote Breeds Spring up. at 4.30 got under  
Way at 4.30 soon enter the Stream L<sup>t</sup> House  
bearing W or W at Sunrise Solinas Key bore  
West- 4 Miles (distant) bearing from S E by S. b  
eading of to S by E tracing round Carifera Reef  
to S by W. at 3 PM past the pile Drives on the  
Inner edge of the Reef Driving down piles for  
a foundation to Commence Building the large  
Light- a Bark, 3 Masted Schooner to the Light-Boat  
Lying to about 4 Miles inner from the Driving Machine  
we left it about one & half <sup>miles</sup> of shore from it at  
towards Dragers Key bore <sup>W by N</sup> bearing S E W sailing  
7 miles per hour with a 2 knot current against us  
Midnight Blowing fresh Sailing 9 Miles per Hour  
(Decr 8<sup>th</sup> 1849)

begins with Heavy Winds from E b Monday  
All Sail- Set going 9 Miles per Hour  
At Day Light No Keys in Sight Found  
The W or W at 8 AM made the Saddle  
Hills to the Eastward Key West several fair

Sail in Light at 9.30 past - Cast on Brava Loo  
Key with a beacon upon it - at 11.30. Come over  
the Bar at noon arrived at Key West - anaking  
of Mr Fontaine Wharf in the afternoon supplied  
the Light House got through at Dark

Sunday 9<sup>th</sup> Decr 1849 fine pleasant  
weather Went to the Baptist Church with Mr  
Crisp. Eliza Breaker is the preacher Myself  
took Dinner with Capt Anderson & Lady but  
did not go late or got betated in going to Church in  
the afternoon took Supper with Judge Lamaster  
& Family & Miss of going to the Evening meeting  
& I pray that God will forgive me for so doing  
O how easily it is to step aside & break your  
Commandments when we little think of it - how  
weak is man when he steps aside & left to his  
own strength

Monday 10<sup>th</sup> December 1849  
Lying at Key West - all this Day - Having paid  
for. Etc &c All hands employed in Shaving coats  
laundry &c &c all my friends & the new collection



Tuesday 11 Decr 1844  
begins with Light-wind from the E & E  
got underway at Daylight from Key West under  
H. Fortugas & House Sailed Down the S. shore  
Chamell Stand S.W. to Clear a Bar which  
runs off from the first Key to where fort is then  
S.W. by N. untill you Bring the two Watch Towers  
at Key West in range which will carry you  
between the Middle Ground & Key then Stear  
S.W. by W. by N. & W. S. W. S.W. by S. untill you run  
off the Bank & Open into 9 fathoms then  
haul up W. by N. by S. calculating upon wind current  
at Sunset made Fortugas Light bearing W.  
by N. 1/2 N. at 7 PM Come to anchor under  
the lee of Sand Key Wind blowing fresh at  
N. by E at Midnight Stiff Breeze & Clear  
Wednesday 12<sup>th</sup> Decr 1844

All this Day Blowing heavy at N. E. a heavy  
Sea Roaring in from the Bay & the Schooner  
Leaving about a considerable got under way  
at Sunrise & run into Fortugas Harbor  
came to anchor where were lying seven Sail  
of Smacks & Breasting up to the Government  
Schooner

went on shore to supply the Light House

Thursday Dec 13<sup>th</sup> 1849

all this Day blowing fresh from N E to E N E attended  
with some Rain one Schooner sailed for Grand Key  
to another nearly all ready to sail for as Brother  
Leopold to myself & a small party among the slaves  
distributed tracts God bless your Boats

Friday 14 Dec 1849 fine pleasant -  
Weather Wind E S E got underway way at 7 AM  
& sailed out - the ship being the L H to leave  
by Mr. J. E. & to hear it will carry you  
Acas of Hook B of the Banks & when of at 9 AM  
Hard. N. Fairing at fine pleasant weather  
& smooth as a mill pond

Saturday 15 Dec 1849

all this Day fine Delightful weather  
Moderate winds from E to South at 3 PM made  
the Keys to the Southward of Egmont Key at 5  
PM made the Light bearing N by E we have  
stayed N from Fortugas until noon this Day -  
Sounded in 17 fathoms then Star'd N by E until  
we made Egmont Key Light. Spoke one Schooner  
this morning from Mr. O'Brien bound to Key West. her name



is the Citizen of Tampa Bay  $\frac{1}{2}$  at 6.00 AM  
have too of Egmont Key Light Bearing S. 84. N  
in 57 fathoms Light lies from the South  
Latter part moderate & pleasant weather

Sunday 16th Decr 1849

All this Day fine & light air weather  
(Wind) from S. E. at Day Light Egmont Key  
bearing S. 84. N 8 Miles distant Rept. of  
S. until the South part of the Key bore  
S. E. then haul in, for it & before you get on  
the Bar you must bring out the East end  
of Mullett Key which is a long Key which lies  
about 3 miles to the North of Egmont Key bring it  
out a broad Spikes length by the East End of  
Egmont Key & keep it - so until you cross the  
Bar & run up to the point of the Key after  
passing the Key a short distance you can  
Anchor in about 3 fathoms  $\frac{1}{4}$  of a mile from  
the point & if you want to sail round to the  
Light House you must run up about N. E. about  
one mile from the Key to haul round & gradually  
to clear Shoal ground which is from the Key  
bring the L. House to bear N. N. W.  $\frac{1}{2}$  N. a mile  
in about 5 or 6 fathoms you will then not be far

from the Shoal at 9 Am came in over the bar  
according to these Directions & came to anchor  
the Point of Key bar S.W. in 3 fathoms by here  
the Remainder of the Day 1

Monday 17<sup>th</sup> Decr 1849

All begins with Clear Weather at 6:30 am  
began to Rain at 7 am Shift Wind East  
Lawson our Boat & went to supply the  
L<sup>t</sup> House about one mile distant return  
back at 11 am got under way to sail out  
the same passage but the wind dying away  
prevented us kept off & came inside to work  
the Western Channel got about one mile  
below the L<sup>t</sup>. Light Wind came from the W  
& a strong flood Tide compelled us to return back  
& came to anchor the L<sup>t</sup> bearing W by N -  
mile distant went in there & got 105 lbs  
of Copper of a piece of the Bottom of an Old wreck

Tuesday 18 Decr 1849

got under way from Eggmont Key at 7 am  
in company of the Ship Quibuck Capt Brewster  
from N York with orders for this place to  
about - 50 Bush paying as for 100 tons



after passing the Bar the Ship had her  
Top sail to the Mast & I went on Board of her  
to the Capt. gave me some Letter Address papers  
I left her out on board to haul down wind  
bound to St Marks at short wind at 6  
at 7 PM stiff winds from N by E we are Beating  
along the Florida Coast. at Midnight Light  
winds 8 in 10 fathoms

Wednesday 19 Decr. 1849  
All this Day Light Winds & variable from N  
to West Beating along the Florida Coast  
Toward St Marks All Day Let Midnight  
Lat 39.30 & in 11 fathoms

Thursday. Light winds from the  
Eastward until 6 PM then a fine Breeze  
until 11 PM appearance of a Squall from SW  
but had past a Bark at 4 PM bound to the Eastward  
at Midnight Light winds 10 in 12 fathoms the  
Day we calculate that we are 20 Miles from  
St Marks

Friday 21<sup>st</sup> Decr. 1849  
at 3 am Hoisted our Boat into 24 fathoms  
came to anchor to wait ~~pass~~ for Day Light  
at Day Light Foggy & calm at 8 am fog  
lightened up see St Marks & House bearing

West - got under way Sat 4 PM come in over  
St Marks Bar took a pilot at the Bay on the  
Bar from this Bay our course for the Port on the  
East-Bank Light-House with Bear N by W & S  
after about half the distance from the Bay to the East-Bank  
haul up about NW & you will see the Stokes on each  
Side of the Channel anchor when you please  
Come to anchor the L House bearing. NW & one quite  
of a mile below the Bay on the Nevada Ground &  
Barks & a Brig lying here soon come on to blow fresh  
SE. Midnight the same

Saturday 22 Dec 1849

From Midnight until 7 am blowing fresh from  
SE attended with rains went on Shore early & supplied  
the Light & while on Shore the wind shifted onto  
the SW & blew fresh, it was high water when  
we landed & supplied the Light early paid the  
Pilot. Mr J. Stewart 20 (dollars) returned on board  
at 11 am got under way & proceeded out over the Bar  
it being Low Water had ten feet. & stood S by E  
& E to clear SW Cape Shoal which lies of 6 miles  
to the East of the Cape past this Shoal in 4 fathoms  
& haul up S by W & SW & WSW in 4 5 6 & 7 fathoms  
& when the East part of the Cape bore NW 5 miles dist-



Made Breakfast one point on my weather Bow Day  
one mile distant kept on our wsw course untill within  
half a mile then edged of 900 untill we passed them the  
Shoal-<sup>point</sup> where it was a Breaking appeared about half  
a mile in length running WSW & bearing South from the  
East end of the Cape 5 mile Distant & ~~SEW~~<sup>SE</sup> from  
the Westernmost Sand Beach 5 one mile to the ESE of  
the Shoal we had 5 fathoms & when a breast of the Shoal  
we could just see Dog Island <sup>wholly</sup> standing on top of the Binnacle  
bearing West at 5 PM came in over (Dog Island) Bar  
No pilots out they were on Shore a bustling & swift as boat  
in Round the point & ran up towards the Light 40  
& come to anchor it bearing ESE 1/2 mile Dist 3 fth  
Soft Bottom at 6 PM went in Shore & see the Keeper  
found a Change as a new Keeper was here. & the Port  
Master of Appatack is here he had been in a Green  
bunker there to get Toba. & his Little Son about 14  
Years old With him what examples befor a Child well  
he is to be pitied poor man. Informed the Keeper that if  
it would be agreeable that myself & a Gentlemen on  
Board would hold a Meeting here on the following Day  
which was the Sabbath the he & his Wife were very willing  
get up on Board so ends the Day

Sunday 23<sup>d</sup> Decr 1849

Lying in (Dog Hand) Harbour All this Day fine  
pleasant weather went on shore at 2 PM with  
all my crew & Wm Croft & fulfilled our appointment  
the pilot came & anchored between us & L<sup>th</sup> H<sup>th</sup> when  
we were stopping here I gave the pilots an invitation  
to come too our meeting & one of them came by the  
name of Howard his Emory in St Beaford is his  
sister our meeting soon commenced I sang & prayed  
I Wm Explained upon a Chapter on John & gave us  
a spiritual discourse he appears very zealous for  
his Masters Cause in striving to save perishing souls  
I gave away 8 advent Tracts & he gave away tracts  
returned on board before sunset so ends this Sabbath  
Day — Monday 24<sup>th</sup> Decr 1849

all this Day from Light Winds to heavy Breezes from  
W to WSW went on shore Early this Monday & Supper  
the Light & filled water & returned on board about noon  
Latter part of Morning fresh so ends the Day —  
P.S I forgot to state while at St Marks L<sup>th</sup> H<sup>th</sup> I recd four  
Letters two from Brother & 2 from my Wife but 2 of  
them was of last years Date the Keeper had them when  
we were there but did not give them too us the  
2 last was of recent Date. My Wife Letter informing me



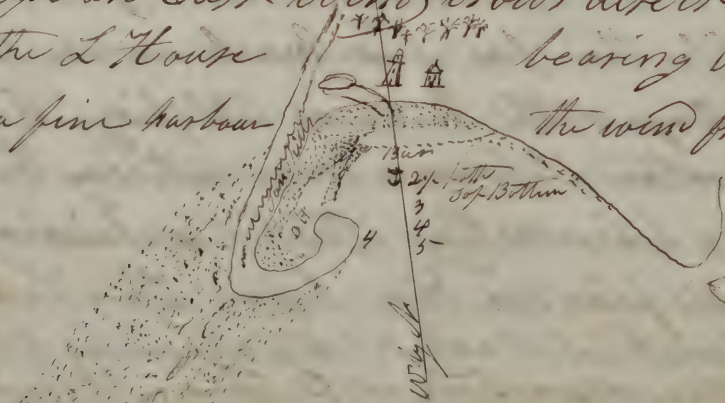
of my Daughters Marriage to a Mr Evans of  
Whitford a Town on the Id River 9 Miles above  
Albany State. N. York. this is the first Marriage that  
has taken place in my Family. My first Child Alfred  
Died when 24 Years Old 2 others Died one 24 & the other 10  
Months My 2<sup>d</sup> Son Henry after Sailing three Voyages  
a Whaling 23 Years old taken Sick after arriving home  
Sick Eight Months Experienced Religious & Expired in  
the triumph of Faith taken a happy Exit from the  
Evil that is to come My next Son Alfred now 30<sup>or</sup> years  
& Abouly my Daughter now Married 25 Years old  
George 23 Years Old ~~and my Daughter~~ Colonel 21 Years  
a poor tender frame weakly person My youngest  
Child Elizabeth 15 Years Old rather weakly this  
sums up my Children that are Dead & live three  
of the oldest have Experienced Religious Hall in a  
Back Sliding State. My wife & myself not so happy  
as we ought to be considering what God has done  
for through life thus far how much we are blessed  
in our last Days with Temporal Blessings. O my  
Heavenly Father send once more into my Family  
thy convicting & converting Spirit & sustaining Spirit  
& save us all from our sins before thou comes to  
judge the Quick & Dead at thy appearing & thy  
Kingdom & then shall have all the praise forever

Tuesday 25<sup>th</sup> Decm 1849

fine Breeze from NW & pleasant weather got  
under way from Day Island & proceeded over the Bar  
& when past the outer Bay stood SSE a short time then  
L. SW. & NW. Cross the Bar 7.30 & 9.30 came to anchor  
the Cape Light bearing W by N 2 miles Dist about 4 miles  
from the Beach abreast of us & in 2 1/2 fathoms Light  
ships went immediately on Shore & supplied the  
Light burning 15 Lamps returned on board at 1.30 got  
under way & stood out SSE Wind SW freshening  
from 2 to 3. 4. 5. 6 Wind hauled to N then W by N.  
at Midnight came to anchor in 6 fathoms on the  
West Shore Light bearing West Dist 5 miles of

Wednesday 26 Decm 1849

Wind at NE blowing a good breeze got under way  
at Day light & ran into the Harbour of St. Mark  
although an East Wind blows direct into it. Makes  
thus. The L House bearing W by N 1 mile Dist  
this is a fine harbour the wind from SSW to NNE





Went in there to Supp<sup>ly</sup> the Cope St. Light & to  
had to row our boat about one quarter of a mile on level ground  
before getting through wind caused the East to come on to blow  
quite fresh had a hard pull to get on board got under way immediately  
Made one stretch to N.E. well over to the Shore sailing the distance  
in 3 fathoms depth bottom rock Shift of tide out by the Cope  
Shore reading up N.E. 1000 ft or got in to 2 1/2 fathoms the point  
bearing N.W. it made a little to the Eastward & sailed into  
3 & 4 fathoms kept off gradually to follow it round very broken  
ground from 7 fathoms into 4 then 5 & 6 until the Light House  
bore N.W. then gradual ascending as being as we left  
There W.W.W. for Pensacola & L House at 3 PM took our  
Departure from it - Cope Lighter Mile Ten or five more  
from East - all fair Sea Midnight fine pleasant weather

Massachusetts 27 Decr 1849

All this day pleasant weather went at E & N at  
Day Light Made the high Sand Hills which are to the  
Eastward of Pensacola at 9 AM Made the L House on  
Ship in sight Standing Westward & we overhauled her very  
fast - at 11 we took a pilot by the off shore we hoisted  
which brought us in through the Fort Star Line  
11 feet of water Came to Anchor at our usual place went  
on there to Supp<sup>ly</sup> the Light recd a Letter from My Brother  
returned on board at 4:30 got under way with a Light  
wind - a flood tide at 7 PM closed the Bar & squared away

for Mobile on Sand Key L House & then WSW  
fine breeze Midnight made Mobile & Sand L House  
at Day light <sup>Monday 28 Decr</sup> brought Sand Key Light to bear  
NW by N & ran over the Bar & sailed up to the North  
of the Key one quarter of a mile & came to anchor in  
24 fathoms Light House bearing SSW went on  
shore & supplied the Light House got under way  
& came to anchor just into the Beach abreast of Mobile  
Point L House at noon went on shore & supplied  
this Light House also we have Landed 1177 gallons  
of Oil this Day & have been West with delightful  
weather & very smooth Landaing at Sunset got under  
way with a fine Breeze & sailed up the Bay untill mid  
night & fell calm came to anchor

Saturday 29 Light Breeze & foggy untill noon  
in sight of the Ships below us got under way with a  
Light breeze from SSW Set all sail & stand up the  
Bay only 10 at 9 PM calm & foggy came to anchor  
about 8 miles from Choctaw Point L House at Midnight  
fresh breeze from N so was the Day

Sunday 23<sup>rd</sup> 1849

first part of this Day Moderate Breeze thick weather  
and at 4 PM began to Rain soon the wind began  
to Blow & kept increasing to a gale let go our Large  
anchor  
Midnight the same



Monday 31<sup>st</sup> Dec 1849 This begins with a heavy  
Gale from the North & blowy dry in booth benches  
Down at Day sight a heavy fog & in the  
Thermometer down to 30<sup>th</sup> a great change at this place  
a fine day in the shore very comfortable it is now a clear  
sky Light House 6 mile distant bearing N. 10. W. at  
noon Run Moderate hove up our Big Anchor at  
2 PM got under way & beat up to the L<sup>th</sup> House  
& grounded about 3 miles from the Light House  
bearing N. 10. W. the Day ends in pleasant weather

Tuesday 1<sup>st</sup> January 1850

all this Day fine pleasant weather wind at  
S.W. by S. Started Early this morning with our  
Supplies in the Boats & Cold went up to Choctaw  
Point & supplied the L<sup>th</sup> House ~~with~~ up to the  
City with our Small boat & got a Letter from my  
Brother born for New Crop See Louisa & Family  
return Back at Sunett Large Boat return back

Wednesday 2<sup>d</sup> 1850

all this Day fine pleasant weather went up to the  
City before leaving the Schooner (Discharged George  
that I thought of Key West a troublesome wicked youth  
all my Sailors went up and there purchased what  
articles I wanted & when got ready to return back  
Shubal Western a young man belonging to Fairhaven

was missing in No Doubt was entird away by George  
he has left All his Cloaths on board & a considerable  
Money Due him hunted for him untill nearly Sun  
down then return on board without him

Thursday 3<sup>d</sup> All this Day fine pleasant  
breeze Light Winds Went up to the City again  
in our Small boat in hopes to find or hear from  
Western. got a Constable to try to find him watch  
untill nearly Sundawn return back on board  
without hearing where he was

Friday 4<sup>th</sup> January  
Started up again in Small Boat to Mobile to  
try to get some information about Western but  
could not - left the City towas as soon return  
on board got under Way Steff Breeze down  
the Bay at 3.30 past the Bar & hauld up W & N  
for West end of Pitteboy Island the East entrance  
of Horn Island pass at 7 PM came to anchor  
outside in 6 fathoms the Light on Round Point  
bearing NW just in sight at Midnight wind  
at N & E

Saturday January 5<sup>th</sup> 1850  
got under way at Daylight. Steff Breeze  
from E & N then W by N untill the East point of  
Horn Island bore NW by N. & run for it untill cross



the Boat then ran about NW giving the point a  
Birth of 100 Yards then kept off for Round Head  
When about one third of the Distance you  
will cross a Middle ground in 2 fathoms Sailing  
into 44 fathoms Soft Bottom & when within 2 1/2  
Miles of the Head you will have 2 fathoms  
we then came to Anchor the Light House bearing  
NW at 10 am went on Shore to supply the  
Light Set our collars for Capt. Parison to  
be returned on Board got under way for  
Bolo-i sound about 5 PM for a while sailing in  
2 fathoms & shooting into 10 feet then up NW SW  
& W & with W got into 8 feet & soon deepened into  
10 feet & when the Light House bore ESE  
deepened into 2 fathoms then kept off SW by W to  
Clear Bucks Head as I shoot ground makes of  
a considerable distant run parallel with the Head  
until past it & the Light House bearing N by W  
then run for it until W shoaled up in 9 feet then  
came to Anchor at 4 PM 2 1/2 Miles from the Light  
House went on Shore to supply it returned back  
after Dark Blowing heavy at NE got under  
way for Cat Head then SW by W at 7 30 PM  
made the Light bearing SW at 10 came to Anchor  
the Light bearing SW distant 4 Miles in 2 fathoms

Sunday 16<sup>th</sup> Jan<sup>y</sup> 1850

all this Day Wind to the E Latter Part of the Day Lightning & thunder & foggy Ice & meeting in the lochin in the afternoon

Monday 7<sup>th</sup> Variable Breezes from S to SW & NW ~~went on shore~~ got under way & beat up towards the L House on Got Head & came to anchor it bearing S by E one mile distant in 2 fathoms soft Bottom went on shore & supplied the L<sup>H</sup> returned on board got under way & stood about a mile then NW & NW until the L House on post Christian bore NW then ran for it until we got into 10 fathoms towards high water & came to anchor went on shore in heavy showers of rain & supplied the L House returned on board at Sunset

Tuesday Jan<sup>y</sup> 8<sup>th</sup> 1850

Wind to the Eastward & foggy all hands employed in getting our Supplies ready for the Lake Light Houses & waiting for the Schooner New Year

Wednesday Jan<sup>y</sup> 9<sup>th</sup> 1850

all this Day pleasant weather Wind from S to E Dried our Sails waiting for the Schooner New



year to take our Supplies on the Lakes

Thursday 28<sup>th</sup> 10 January 1830

Changeable wind & weather from Heavy Showers  
to Fog & clear again Light Breeze from N to N E  
& E. S. E. S. W latter part Blowing fresh unobscured  
to not wait for the New Year to come but to get  
under way & sail to Round Head & go with our  
Small Boat to Pophagoda to see where there is  
consequently got under way at half past 3 PM  
& from Fort Christian Sat-9 we came to  
Anchor at Round Head the L House bearing  
E N E. 1 $\frac{1}{2}$  Mile Distant in 10 fathoms Soft Bottom  
~~at high water~~ it being High Water when we  
came to Anchor at 10 began to Rain

Friday 11<sup>th</sup> Jan Lying at  
Round Head L House begins with fog fresh  
wind at S W at 730 am left the Schooner  
in Small Boat 3 Men & Myself for Pophagoda  
7 Miles Distant thick fog when we started took  
a compass there N by W & put the S W end  
or a Long narrow Sand point which runs out a  
mile from the woods & then there is until we  
grounded on a flat patch of ground the Shoal  
soon a short distant made Stakes & soon saw

a Number of Men on a raft of Lumber which  
informed us we were in the mouth of the River of  
Papigota River went up a short distance passed  
a Saw Mill & then past a Number of Houses  
& came to a Steam Boat then Lanava & went to  
Mr Cochs House & see him which was a part of  
the New Year & said she was nearly Captured  
from ~~the~~ Orleans soon left Portward on  
Board at 1 PM & got under way to fall in with  
the New Year. Wind SW & went to heaving  
to the Westward at 7 PM Bolo's Light bore  
NW by N fair pleasant weather at midnight  
Calm came to anchor Light at Bolo's bearing  
NW in 2 fathoms January 12<sup>th</sup> at Day Light  
got under way for pass. Christian Light winds  
from the ESE at 3 PM came to anchor in 10 feet  
pass Christian Light bearing WNW 1/2 N. Midvint  
see the Schooner New Year to the Westward coming  
for us at Sunsett arrivd using Tide but our Supp.  
lies on board for the Lake Light-houses at 8 PM  
Left the Schooner wind ESE at Midnight past St  
Joseph Head about half way to the Rybes

January 13 Janu 1850 at Day Light Entered the  
Negubas soon past the Lighthouse at 9 sailed through



through the Rapids & Entered Lake Ponchartraine  
went the point - Mossell Survey the point on the  
right (set on board) of it & in 6 feet of 10 come  
into Bonfumar Pass at the Light House

Monday 14 January 1850

Early this Morning Supplied Bonfumar L House  
return on board got under way at 8 am for  
Schepanta L House 18 miles distant arrived at  
Noon Supplied Schepanta L House wind light  
from the SE set sail at 2 PM for pass Monshook  
& arrived at 6 PM went on shore to the keepers  
House & stayed All night had a fine Bed to  
Sleep In

Tuesday 15<sup>th</sup> January 1850

fine pleasant weather Wind E SE fresh wind  
Supplied the L House Early this Morning  
had a small flat to take our Oil on shore  
finish & got through & sail at 11 am for  
New Canall Wind a head & have to beat  
Over the Lake at 7 PM arrived at the Canall

16 January All this Day fresh winds  
from the South Supplied New Canall Bayo  
St Johns & Rail Road Light Houses by Noon  
this Day Went by Rail myself into the City  
& spent Wk. Crop at St Charles Hotel & took

With him & Farid All Night

17 January 1850

Went weather bought 9 lbs Proscopes at 20¢  
4 Regs Lard 74¢ & other articles at 8 PM. Mr  
Coop & myself took a Carriage & rode down  
to the Rail Road & when there found Western  
which ran away from at Mobile 2<sup>d</sup> this mornth  
I wanted Mr to take him on board again. He ar-  
rived his way therefore shift him again. got  
into the Car & soon were to the Lake Side &  
on board of the Schooner New Year at 6 PM  
Let Sail to return back & stop to supply  
Pleasanton Island & House at Midway Main  
then

Janu 18 1850

Light Wind from the South went on Shore &  
Supplied the L House at Pleasanton Island  
Mr Knight had not got over his Drunken petick  
at N Orleans consequently had to do the repairs  
myself on the Lighting Apparatus & before  
I got through came a Squall from the N  
about noon it blowed & rained untill 2 PM  
Mr Coop came on Shore at 3 PM the New



Sail for the Eliza we tried to take passage in  
the St Charles Steam Boat instead of going in  
the New Year to be annoyed by Mosquitoes at 11  
PM the Steam came along got on board at  
Midnight port St Joseph. Land

Sat January 19<sup>th</sup> 1850

Went to the St. E. on Board Steam Boat  
St Charles at 1 am Stopt at the Town of  
Bay St Lewis at 2 am Stopt at Pap Christian  
at 2.30 Stopt at the Schooner Eliza had her  
she sent the Boat to take us out & glad  
to get on board of our Schooner again. Capt  
Allen is Master of this Steam Boat he belongs  
to the Vineyard, we have been absent one  
week this Evening latter part of the Day blowing  
fresh from N.E. the Schooner New Year in  
sight.

Sunday 20<sup>th</sup> January 1850

a Stormy Day Wind at ENE to SE & S

Monday 21 Janu 1850

Changeable weather Rain thunders & Lightning  
at 8 am Schooner New Year arrived at Key Side  
as he had paid Capt J L Sarrasin 100  
Dollars for her charter & left us

continued) at 2 AM got under way & sailed  
Sailed down to Ship Island & came to just inside  
of the point in 4 1/2 fathoms Soft Bottom the point  
bearing S E one mile distant blowing fresh at 11 AM  
so was the Day

Tuesday January 22<sup>nd</sup> 1850

This Day begins with stiff Wind from Westward  
hauling round to the NE at 4 AM & Clear weather  
at Sunrise weigh anchor & sail for Chondelier Head  
to supply the L House from our anchorage then  
out S. untill we past the Point one quarter of a mile  
then S E untill you bring the Sand Point to bear  
N by W & bring the Boat if it may be used a bar  
as there is a plenty of Water Day 3 1/2 fathoms then S E  
for Spanish Island with an Easterly tide or S E by E  
with a Westerly tide at 9 am Come to anchor the  
Light House on the Point bearing N E by E 3/4 of  
a mile distant in 5 fathoms Soft Bottom went  
on Shore & supplied the L House. got through at  
noon wind became Light & a strong flood tide  
did not sail till Sunsett here is only one high  
tide in 24 hours. This present Keeper M<sup>r</sup> Lee is a  
very fine Man & a fine Wife himself once a Methodist  
Preacher. but he got into the Word & got to be worth



about 30,000 Dollars lost it by insurance for others  
Brown was obliged to keep a Light for a Living  
gave him books of all kinds a volume of the  
Midnight-Cry for 1843. here pamphlet on the 2<sup>d</sup>  
Coming of Christ Speech. Sailed at Sunset  
Light Bore from E. Course Advers these Winds  
S E at 9 PM have made several tacks beating  
the L House bearing SW at Midnight it  
bore W by S 10 miles distant heading up S E  
Soon lost sight of the Light in 9 fathoms

We arrived 23<sup>d</sup> of January 1850  
this Day begins with fresh winds from the  
E & S. Now sailing along the Chaudet  
Sound Wind on Shore heading up S E &  
in 9 fathoms Soft Bottom from 12 until 4  
Am Soundings from 9 ft to 8 Soft to hard bottom  
Course from S E to South by E. at 6.30 - 10 fathoms  
Kept of S by W 7 as SW at 8.30 in sight of  
Frank's Sound L House bearing WSW 6 miles  
took a pilot on board by the name of J B Williams  
at 10 Am came over the Bar & entered the River  
Light wind & a strong current left the first mud  
bank on the Starboard it had a stake upon it  
part cast on board of it left the 2<sup>d</sup> on the Starboard

round sailing in 10.968 feet water between  
the banks & a long distant above it Light  
House bearing West at 11.30 Came to anchor  
aboard of the Bay & heading to the L<sup>t</sup> House  
Pilot left us at 1 PM took our supplies on  
shore & supplied the L<sup>t</sup> House finished at sunset  
became foggy returned on board. the keeper of the  
L<sup>t</sup> House name is Cagerumb born in N York  
gave him Grocks. & Baxters Call.-----  
So on as the Day

Thursday 24 Jan 1830

begins with thick fog at 9 am got under way  
from Granks Island Light House wind SE  
& a stiff breeze at 11.30 Came to anchor at the  
Head of the paper at 12.30 Started with our Supp  
lies for the South pop L<sup>t</sup> House again at 3 PM  
found the Steam Boat Arawan lying at <sup>the</sup> wharf  
put our oil on her gunwales & took it on the wharf  
Soon supplied the Light the <sup>2<sup>d</sup></sup> Mate put the tea kettle  
& ax on board of her ~~which~~ when we were getting  
the Supplies out & when we left we forgot to take  
them or they stole them as the articles was not in  
sight when we left. got on board the Schooner again  
at midnight



Friday 25 January 1850

All this Day very foggy sometimes could see  
the shore & then shut in wind at S by E got  
under way from the Head of the paper Sheet  
Down the bay as far as the L House came  
to anchor the L House bearing West a short  
Distance from the Log on the Nova bank then  
three fathoms went on shore & supplied the L House  
situated on board at sunset so was the Day

Saturday 26 January 1850

all this Day foggy Wind from S by E all  
hands employ'd in filling water & getting wood

Sunday 27 Janu Lying Abreast  
of the paper L House All this Day foggy  
Wind at South latter part Rain & lightning

Monday 28 Janu 1850 Still

Lying Abreast of the paper L House begins with Rain  
Lightning & Thunder at 6 AM took a tremendous  
Squall from the NW bound to it attended  
with Rain at 7 AM moderate & Raining heavy  
wrote two Letters one to my Brother & the other to my  
Wife

Tuesday January 29<sup>th</sup> 1850

fresh Wind at N.W. & Sent my two Letters up to  
Bago by M<sup>r</sup> Johnson got on our way at 7 Am for  
Point Defoe Light House. Steered West for Ship  
Island past Annabell's Island about 6 miles from  
us then the Islands down is kept within 3  
3 to 1 mile from Ship Island is about 7 miles long  
to the West End of it is thick woods but none  
on the Middle nor East end see the Light Ship  
Lying about S.E. by S from Woods on Ship Island say 5  
miles from. She is placed on the S.E. end of the Shoal  
trav. Rauoon Point Shoal Round in 24 fathoms  
Steering from N.W. S to W by W & when fresh steer  
back up East Head on the Wind N.W. by N. up &  
fetch the Light Boat 9 miles to the West of Point  
Defoe tack Ship & fetch Point Defoe Light house  
to Anchor it bearing N.E. by N 3 miles distant at  
Midnight

Wednesday 30 January 1850

This Day fine pleasant weather Wind from E  
went to Supplied Point Defoe Light House return  
on Board at noon got on our way for Ygonia  
pass Annabell's Island Light House & Steered W by S. 10 1/2 m.



then West untill past the Shell Banks then  
N.W. by W or W or W. untill Vermillion  
Bay Light House bears N.W. then run for  
it untill the Large Life Line Hammock  
bears N.E. nothing to the East of it come to anchor  
in 11 fath then you will be 5 or 6 miles from  
the L.H. in Soft Bottom but hard bottom  
you will soon be on a shoal too if you bring the  
Line Case Hammock any to the Eastward of N.E.  
came to anchor at 7 AM with these Bearings

Thursday 31 January 1850

All this Day fresh Breezes from E. & E. to East  
Went on Shore Early this Morning to Supply  
the Vermillion Bay Light House put on a  
Refrigerator Large Boat got on Board as we had  
to carry all night Blowing fresh

Friday 1<sup>st</sup> Feb 1850

Blowing fresh All day Coast (not get on board)  
Wrote a Letter to My Brother on to Mr  
Samuel J. Peters collector of New Orleans

Sat Feb 2<sup>d</sup> 1850

Raining from Midnight to 6 AM at 7 AM Wind shifted  
to N.W. & cleared up Started for our Schooner  
arrived at 8.30. AM. Board at 11 AM Arrived Providence

Sunday 3<sup>rd</sup> Feb 1850

To return thanks to God Our Heavenly Father  
for his kind care & protection over us since  
We left our friends & Guiding us Little Boat  
safely to our journey's End & inspiring his Mercies  
over us during our passage home, got under way  
1 PM & Sailed SE untill we past the Shell  
Bankes then East untill we made the Light  
Boat & Point of Light then SE by South  
Clear of Ship Head) Hoal bin 13 fathoms which  
Was at Midnight when we took our Departure  
Heavy Breeze we then Stand East at Noon  
Lat by Obs 28.15 we have Sailed since Midnight  
105 Miles Long in 89.30 this

Monday 4<sup>th</sup> Feb 1850

All this Day Blowing fresh from the NW  
under our Lower Sails Steady E by S (making  
E by S course we have Sailed this Day 130 Miles  
Lat by Obs 26.58 Long 89

Tuesday 5<sup>th</sup> Feb 1850 Sailing for Tortuga

All this Day Blowing Heavy under Double reefed  
Sails of Feb. Wind N by E Making her Course  
SE by E 138 Miles Lat 25.28 Lon 83.00 a Strong  
Southerly Current



Feb 6<sup>th</sup> 1850 Bound to N Bcaud

All this Day Wind from E to SSE Blowing Heavy  
under Double Reef Sails but a number of squalls  
we have sailed 110 miles with the current to which  
bring us in the Lat of 23.57 Long 84 Further as bearing  
N E by E distant 72 miles were Ship at noon to day  
Thursday Feb 7<sup>th</sup> 1850

All these 24 hours Blowing Heavy from N E to E by N  
under Double reef Sails from 8 to 12 PM a little  
Scottish Mist we have sailed 96 miles from N by W  
to N by E & have only made 21 miles Diff Lat  
Show a strong Southwesterly Current Lat by Obs 24.24 or  
Long 84 30 No appearance of a Shift of Wind  
Friday Feb 8<sup>th</sup> 1850

All these 24 hours has been variable weather & Blowing  
heavy from E & E <sup>S.E.</sup> until 4 am at 5 PM ballasted  
Reefed the Mainsail at 8 am have too narrow  
the Jib at 7 am Set Jib more Moderate heavy  
head Boat Sea calm but set much Sails at 12 noon  
Set single Reef Foresail & Double reef Mainsail  
(kind) S E by S appearance of Rain Lat by Obs  
24 48 This is 48 hours we have been heading up N. to  
N by E & N by E & have gained these 48 hours only  
twenty ~~hours~~ 24 miles Diff Lat) 85. Long

Laturay February 9<sup>th</sup> 1880  
First part of this Day Moderate wind from  
ESE & rising clouds let one reef out of  
the Lower Sail at 4 PM as it jibing jib  
at midnight Stiff Breeze from SE however  
no appearance of a storm. ~~from~~ at 2 PM  
commenced in 3/4 p.m. raining. at 7 am South  
sailed Forail Balland Reef the mainsail gale  
increasing at 8 AM then ship to SW. blowing heavy  
at 10 AM. Yet a Squall of wind & Rain attended  
with a number of tremendous whirlwinds  
had time to take in our top sails before it struck  
us it was awfull indeed. A calm from SE  
we had several in surprise at 11 AM wind went  
to SSW blowing tremendously at noon in jibing  
ship the mainsail & Ropes struck the wheel &  
I put the Barrell out of the ~~the~~ Monaeels what  
a time we had. I have never seen such  
a time before we had one or two pees of the  
Sun about noon. Lat 25.26 Wind went to the  
NW blowed & Rain from that quarter heavy Sea on



Sunday Feb 10<sup>th</sup> 1850  
~~Heavy~~ this Day begins with  
Heavy Gale from the west & Heavy Showers  
Lying to under a balance by sail & in 35 fathoms  
Water at 2 PM began to moderate with  
all stays out - the fore sail & one reef out -  
Mainsail. At 4 AM Brought Co'ss Landed  
all Sails Down to keep them from flapping  
to their middle part. Co'ss & Hancock  
weather Sea has subsided very much.

~~Sunday 11 Feb 1850~~ Sunday continued  
the ~~Day~~ begins with clear weather &  
at 1 AM & 10 PM Breeze sprang up from  
SW & all the Lower Sails & headed up  
ESE at 4 AM Sounded in 25 fathoms at  
5 AM made Fortuga a Light <sup>from N. W. head</sup> bearing SE & E  
at Daylight - made the Light House  
half-way up Strowas at 8 AM Sailed through  
the Channel to the East of the Fortugas  
the Light House bearing SW. Steady  
for Compo. S & E at 9 AM took a Squall  
from the W attended with rain changed our  
course to ESE. at 10 made a by bearing N. E  
driving for us at 11 AM Struck Gannaway

on the quicks Sands in 2 fathoms the Brig one  
mile a Stern Steady on our course we soon  
crossed the Shoal deepened into 4 fathoms then  
and shoaling into  $3\frac{1}{4}$  fms then gradually deepening  
into 4 5 6 7 fathoms Steady East - past about 2  
miles to the South of the Small Keys with byes  
S E of block a Grand entrance our E course  
untill we past the first Mangrove Keys then  
E by N to E by E untill we made Key West - Keeping  
about 2 miles from the Keys untill we made  
the Observatories one is Mr Light which is the  
first one is painted White the other is Black  
which you bring out to the South of the white  
one which runs you clear of the Shoal which  
makes of from the Easternmost Key then bring them  
in range & run for them to the Horn arrived at  
Key West at 4 P.M. after the Brig came in about  
half an hour after us. we have had the most  
blustering passage of 8 days that I ever had  
crossing the Bay of Mexico blowing a gale of wind  
when we arrived at NW thus ends these 36  
years I have thought



Monday February 11<sup>th</sup> 1850

All this Day Blowing & Raining from  
N.E. to E.N.E. & quite good weather rec'd a letter  
from my Wife Dated 13<sup>th</sup> January 1850

Tuesday 12 Feb 1850

All this Day Blowing fresh from E.N.E. to  
N.E. & East & Raining. Weather turned in  
& set up our Head Stays. & showed  
a brig that came in with us. Said this morn-  
ing for Savannah but no doubt she has a  
hard time

Wednesday 13 Lying at Key

West - All this Day Blowing & Raining heavy  
could not sail Wind W.S.W.

Thursday 14<sup>th</sup> Feb 1850

this Day begins with heavy Wind at 2  
Am until 4 am Blowing violently from N.W.  
at 5 am backed to W.S.W. & Blows heavy &  
Continues at 3.30 a heavy Rain Squall from  
W. the remainder of the Day Ends in stiff  
breeze from N.W.

Friday 15<sup>th</sup> Feb 1850

Lying at Key West All this Day Stiff Wind from

the NW to N. S. clear weather

Saturday Feb 16<sup>th</sup> 1850

this Day begins with Moderate Winds from NW to E clear pleasant weather Set Sail from Key West Bound to New Bedford this Morning at 6.30 past Brig Vesper of Gardner Lying to anchor & was to leave on Monday following for N York. at 8 am past the Key on the Bar & haul up E. M. E. 1. N. to follow the Shoal down at 10 do past Los Key wind W backing 6 Miles per Log at noon Gambro Key bore NW 3 Miles distant. - -

Sunday 17 Feb 1850, Sea current begins all this Day fine pleasant weather Light Winds from N to NE we have Sailed per Log 74 Miles made an East Run 2 1/2 knots current Latte by Uh 25.18 East end Key Largo bears W by N 30 Miles distant 5 Sail in Sight  
Monday 18 Feb 1850

from Noon until 4 am Light winds from NE back to West against the Tan all Sail set at 7 am Off Winds one Sail in Sight



Little forward of the Beam to windward 2 Sail  
a Brig & Schooner a beam to leeward at 8 a.m.  
3 Sail forward of the Beam & 2 point on the  
Sun Bore at noon 3 of them were out of  
sight astern of the remainder in our wake  
8 Miles astern Blowing heavy from WSW  
~~we~~ under the 4 Lower Sails our Course  
There is no ~~we~~ ~~here~~ we have made 129  
Miles Diff Lat Lat by Obs 27.27. N.  
Long 79 35.

Tuesday Feb 19<sup>th</sup> 1850

All these 24 hours blowing fresh from  
West round to NW. Carrying heavy soil  
until 5<sup>PM</sup> then in company with a Brig we  
both of us Double Reefed our Lower Sails  
at 8 a.m. Took Breeze of Feb & settled a  
2 Reef Main sail one 1/4 Down. & ran so  
all the night heavy Sea on & Labour  
heavy at Day light the Brig astern as far  
as you could see we have sailed 152 Miles  
in Log from NW to N & S. E Lat by  
Obs 29.47. Lat of St Augustine 29.52

Wednesday Feb 20<sup>th</sup> 1850

First 12 hours this Day Blowing fresh & heavy  
Sea on under Double reef Sails burst of the  
Jib one Brig astern rather gaining us carrying  
more Sail at 5 PM let one Reef out foresail &  
Mainsail the Brig ahead of us the last 12  
hours from fresh Breezes to Calm at noon  
(Landed) all Sails down on Back Brig. & hereafter  
sailed in light fine clear weather we have  
only Sailed for Log 66 Miles from N. to E. & S.  
we have found by Lowering our Small down  
to with (Deep Sea board & fine sand) of 100 fath  
from the Schooner & let down 50 fathoms of  
Line found nearly half a knot Current setting  
to the South Lat by Obs 30.27

Thursday Feb 21<sup>st</sup> 1850

begins with Calms & clear weather at 1 PM light  
breeze from SW set all Sail at 4 and 5 knot breeze.  
Heavy at Midnight Sailing 9 knot heavy Breeze  
at 2 AM took in Gaff Topsails at 2 AM in  
Square Sail the Remainder of the Day stiff  
Gale Heavy at Changoor Water we have run  
166 Miles for Log & have only more Diff. Lat



125 Miles therefore we have had the Current setting  
Easterly Lat by Obs 32.52. the Water by the  
thermometer has has been 72 Since Yesterday we  
are fast on the Edge of Icebergs

Friday 22<sup>nd</sup> Feb 1850 <sup>Day</sup> Washington North  
begins with heavy Rain from SW by W at  
Lower Gall Set steering NE by E at 2 PM  
Set Squaresail Tacking 8 Miles in Log to Pleasant  
Weather Midnight passed the water being  
over the Lead from 20 fathoms of Cape Fear  
Look out. haul of ENE at 2 AM took  
in Square Sail. Sounded in 27 fathoms at  
Daylight wind hauled to the SW & soon to NW  
Blowing heavy at 7 am Wind to Double reef lower  
Sails hauled & Jib took the Bunt of Main Jib  
at 9 am went into the Gulf Stream began to rain  
at Noon Sun Obscure - & Heavy Steady we have  
Run for Log 168 Miles from N by E to ENE.

Saturday Feb. 23 1850  
this Day begins with fresh Gales from N blowing  
at 2 PM Gale Increasing hauled the Mainsail  
down to hinder it & let our new Topsail for the  
first time hauled the Jib to have too 6 Oboes

Thin weather. a heavy Sea on at times the Sea  
Strikes the Bows heavy but little comes on board  
the Topsail is just what she had wanted to  
make her by to the Vinea Midnight more moderate  
the Sea some lowered at Day Light were Ship  
to NW 3 sail in sight set South by East  
& Flying jib at noon but all reef out got the  
Suns Altitude once 35.00 Sea has fallen much

Sunday 24 Feb 1850

fresh Vinea from the Cape until Midnight  
all Sail set by the Vinea at 4 am changed  
the temperature of the water from 72 Degrees  
to 65 at Day Light a Bumble Sail in  
sight to the Westward 8 of them probably the  
Baltimore Pilot Boats & one a Bark at 11  
am nearly calm to in sight of Land 40 miles  
South of Cape Henry

Monday 25 Feb Calm until 4  
P.M fresh Breeze sprang up from the S  
& continued through the Day Fall by 4

Tuesday 26 Feb 1850

first part of the Day fresh Breeze from



LW at Sunnall past the Light House —  
of the 5 fathom Bank Cape May at  
4 am made Little Egg Harbour Light  
at 6 abreast of it Light House from SW  
at 9 am past Barnegat L House at  
2 PM made the Bay of Dover  
Sink at 7 am past the Hook L H  
at 9 am came to anchor 4 miles below  
Staten Land nearly calm & clear sea  
Account Ends 3  
Wednesday 27 Feb 1850  
at 4 am got under 6 sails up & past  
the City of New York at 8 am we  
now have been 25 Days from Bermil  
ion Bay L House at 9 went through  
the Gate at Sunnall was abreast  
of ~~the~~ Jay Brook L H at midnight  
in sight of Point Judith L H we  
have stiff winds at NW to NW W  
Since we left N York 6 gentle breezes to  
now

Thursday 28<sup>th</sup> 1850

this Day begins with a wind from NW W  
at 1 am just Point Judith L House

At 2 Am took a very heavy wind from N  
to cold at 3 no wind haul to the NE  
at Daylight contena back to N & NW at  
7 AM past the Old Cock & pitched up to the  
Great Ledge & soon Boat-up & Tided  
into the Dock of Wareham Slip & made  
fast along Side of Noamans Wharf our  
usual place of Lying, thus ends our Southern  
& Western Winter Cruise an absence of  
four months & have supplied all the  
Light-Houses from Amherst Island & Midway  
to Grand Isle Vermillion Bay Louisiana  
thirty three in number, God our Heavenly  
Father has wonderfully blessed us on our  
voyage we have had no sickness on board nor  
a quarrel has reigned on board to return us all  
back to our homes in safety & found our families  
all well praise be the name of the Lord



Journal of the Southern Spring Cruise in  
the Schooner Eliza Joseph Howland Master  
April 1850. — Supplying Light Houses

Set Sail from New Bedford April 18<sup>th</sup> 1850  
with the Wind from dr at 8.30 am at noon  
past the Light-Boat of How & Sigz fell calm  
found out that My Brother had not give me any  
Money to defray My Expenses at 2 PM wind  
Came to SW return back to dr Bedford at  
7 PM.

April 19 Friday Blowing heavy all day  
from SW to WSW  
Sat - April 20<sup>th</sup> 1850

at 7 am Set Sail from dr Bedford  
with a fine Breeze from the dr at 10 am  
past How & Chickens wind came to the SW  
Soon backed to the S at Noon Lanch Rocks  
bore N 6 Miles Distant wind SSE there 12 hours  
was fine pleasant weather. ) Sea Account  
begins Sunday 21<sup>th</sup> April 1850

begins with stiff Breezes from SSE & E  
at 4 PM past SE End of Hook Star a 5 miles

Stiff Brides & appearance of a Storm our  
Course S.W. by S Midnight - Cloudy 2 am clear  
Sky Daylight - Cloudy wind backing to  
N.E. S.S. Squared at Noon broken down  
we have run then 24 hours 100 Miles. per log  
& the Schooner is a head of our reckoning 14 Miles  
Lat by Obs 39 27'

Monday 22 April 1850

then 24 hours variable wind & weather wind  
all round the compass & calm & a little fog  
this forenoon we have sailed per Log 100  
Miles S.W. by S Lat by Obs 27.55 S in 30  
fathoms water. Light winds from South  
Heading up W.S.W. several Sail in sight.

Tuesday 23 April 1850

this Day variable weather first part Breeze set  
Wind of S.W. heading up W by S at 4 P.M. 15 fathoms  
sighting many Sail of vessels bound N. & S P.M. 7<sup>th</sup> the  
tacked Ship of Shore at 11 P.M. foggy at 2 am  
tacked Ship to the W by S 17 fathoms at 7 am fog  
lighted up near Hog bearing W 8 miles dis-  
at 8 tacked Ship of Shore at Noon Lat by Obs  
37.26. Light Breeze, tack in Shore



Wednesday 24<sup>th</sup> April 1850

Begins with Moderate Breeze from the South  
at 1 PM Breeze from Hog Island bearing S. W. by W  
Breeze fair port-bound & at 2 PM wind shifted  
Slightly to the W & hauled gradually to S. at 4  
PM Small Showers of Rain in Sight of Land between  
Hog Island & Smiths Island at 5 as it bore W by S 10 miles  
Distant Set square fair Breeze port-bound  
at 2 AM Breeze Breeze continued the remainder  
of the Day Lat 35.26. 6 in Deep water we  
have Stead since 5 PM G. E. & S. E. several fair in  
Sight astern

Thursday 25 April 1850

This Day begins with hazy Clouds good breeze  
from the S. E. at 1 PM Light Ship should be  
S. W. by W at 2 as W. S. W. at 5 PM Breeze from  
Hatteras Light House from Main Crostons  
bearing S. by W 14 Miles Distant one Light  
shown Light on board of us bound our course  
Smooth Sea 6 Knot breeze changed our course to S. W.  
y. W. Midnight Moderate weather at 1 AM  
wind came to S. E. at 2 AM Land in 15 fath  
at 4 Deepen into 17 fath Look out. Stead  
Shoring S. W. forenoon some Showers & Rain

25<sup>th</sup> Continued 3 Sail in Sight - that came  
past Hatterop astern of us at Noon Pleasant  
Weather Sall by Obs 33.57 New Sutt being  
about 100 miles from Shoal Shoal bearing S.W. by N.  
35 miles distant Smooth Sea

Friday 26 April 1850

Begins 6 Eras with pleasant weather Wind  
from S.W. to S.W. at 3 PM Standing on the  
Wind Spoke a Millington pilot Boat out from  
New Sutt 12 miles off in 10 fathoms water at 4 PM  
took Ship to S.E. untill Noonight the tack  
in Shore at 6 am ten fathoms at 6 fathoms on  
Hoying from Shoal took Ship to S.E. run into 10  
fathoms 6 tacked calculating to fetch by the Shoal  
stood to the Westward untill we hooked up  
into 6 fathoms then tacked to S.E. by S run a  
long distance & hooked into five fathoms for  
half an hour then deepened gradually at 9 am left  
the end of the Shoal in 5 fathoms run of S.E. by S untill  
11 am then tacked to the N.W. by N. at Noon Sall  
33.32 At 18 fathoms

Saturday 27<sup>th</sup> April 1850

this Day begins with fresh breezes from the S.W. by S.



Hearing by the wind W by S at 6 PM took a  
Squall from the NW. Hoisted the main sail & soon over  
the main sail & soon let it out. Light wind  
soon came from WSW & SW. Middle & latter  
part moderate weather & pleasant at noon obs  
in Lat 32.51 Long 78.15. Cape Roman bearing  
W by W 44 Miles distant. Steaming S by W

Sunday 28 April 1850

This Day begins with light winds from WSW  
& pleasant weather. All sail set by the wind  
at 3 PM took ship to the Westward & headed up  
W by N. by S at 3 PM 2 Brigs put us aboard the S.  
at 6 PM appearance of Rain. Sounded in 24 fathoms  
heading up West. & a smooth sea. Midnight  
pleasant weather at 6 am made Cape Roman  
Light House bearing W by S at 7 took ship  
to S & at 11 am took to WSW. Stiff wind  
from the South. Lat Obs 32.51.

Monday 29 April 1850

Steaming fresh from noon until 4 am  
wind increasing took in Flying jib & reefed  
main sail a considerable head beat sea on  
at 9 am made two heavy pitches & plunged

Bowsprit Libborn to Flying Jiboon out of  
Sight & Sperry the Libborn in the top  
of the Bowsprit unbent the Flying Jib  
& let the Jib a Jib remain were Ship &  
saw the Fore Sail at noon were were  
about in 11 fathoms Lat 32.31.

Tuesday 30 April 1850  
this Day begins with clear pleasant weather  
Moderate Wind from NW by S. Steering  
or heading up NW by N at 2 PM Light  
air Wind Charleston Light House  
bearing NW by W at 6 AM wind hauled  
to WNW took Ship to the SSW  
a smooth Sea Steering SW by W the Lt  
bore NW by N 8 miles distant Midnight  
Light shines at 6 am about 6 am  
a few small birds from NE set squares  
at noon 6 am in 9 fathoms Lat  
32.09 South end of St. Helena Island bears SW  
by W 11 miles Dist. Gybe Light House.  
bears SW by W 24 miles Distance



Thursday 1<sup>st</sup> May 1850

All these 24 hours Light winds & Calm & pleasant weather at 2 PM light breeze sprang up from the N.E. the first Easterly wind we have had for several days. Found S.W. in 12 fathoms bottom at 7 PM made Light Boat of Goskins Bank bearing N.W. by W. at 8 made Lybia Light & put it steering S.W. by S wind S.E. By west Storm boat put us at 9.30. landed there at noon 11 fathoms. Lat by Obs. 31.39. 15 miles from N End St. Catherine's Id. we have made slow progress these 48 hours  
May 2 1850

This Day begins with Light airs from S.W. in 11 fathoms steering by the wind W. by S at 1 PM. made South end of St. Catherine's Island at 3.00 past Loppets Inlet & made Loppets Light House bearing W.S.W. stood close on board of the Hand tacked ship of three pilot ships us from Loboy 4 miles S.E. of the Bar at 6 PM wind at South tacked ship of four boats towards Cumberland Island our first Light House to supply. made

first Animate boards at Day Light  
in 9 fathoms wind NW Towed Ship in  
Shore at 7 am Made Lt Jerners Lt  
bearing W by S at 9 Wind began to blow  
to blowing into the NE Crossed the Bar in 3  
fathoms left the Bay which is of a Little to the  
South of North Breaker head. about 300 feet  
on the Starboard of us Light House bearing  
N by W by W down for it at 10 am came  
to anchor or saw the Schooner on Shore head  
on to set go the Anchor after she dropped astern  
half her length it was blowing fresh of  
NE of Shore to smooth we were abreast of  
the Dwelling we have a good Deal of work  
to do before we can supply the Lt. soon get  
our Supplies on Shore to finish to return on  
board at Noon blowing heavy got immediate  
under way it being heavy High water sailed  
up to through Jakes Creek to Down through  
thru the River into St. Andrews Sound  
to come to anchor at South End of Jakes Hd  
at 130 PM. in 6 fathoms of water fill up our  
Oil then went on Shore to get wood at 9 am blowing



Heavy gale & cloudy from the E. a Dark  
& dismal Night. For several Days just we have  
the weather very mild & variable. the reason  
of our making St Simons Light House first &  
supplying it was in consequence of the heavy N E wind  
that blew us this morning if we had had a fair Cumberland  
Horn Light first we could not have supplied it as the  
Wind was blowing directly on shore. we have gained  
much by supplying St Simons first now we are all  
ready for Little Cumberland Light - we have  
been best of the Lora with a very pleasant  
passage we have only reefed Main sail twice since  
leaving home

3 May 1850

All this Day fine pleasant weather first part of the  
Day wind at N got under way from Jackie Island at  
9 AM & sailed over the Sound of St Annas & came  
to anchor near Little Cumberland Horn Light it  
was for compass S E by N 3 fathoms Low water went immedi-  
ately on shore & supplied it found a new Kipper by the  
Name of ~~Marion~~ <sup>Relief</sup> - at noon returned on board blowing  
fresh from the S E with N E Tail

Sat 4<sup>th</sup> May 1850

Let Sail from Little Cumberland at 11 AM  
blowing fresh from S.E. & beat out over the  
bar against a strong flood tide cross the Bar  
at 1.30 PM Light House bearing W by S the  
Boat is placed to far inside N Breaker Head by one quarter  
of a mile it is a fine wide Beating Channel from  
the Light out when you are up with the N Breaker  
Boat your course out over the Bar is East a long  
range of Shoal Ground & breakers external of  
N E & Edd & Lay one mile from N Breaker Head  
we crossed it in a quarter of two in night weather  
further coming in over the Bar to pass N Breaker  
Head Bay, just between Cumberland Island & Point  
& South point of Jekyll Island will be your  
course up & will make a bay of Cumberland Point  
which you must have on your Starboard Hand & off on  
the Point round & anchor the Light House bearing any where  
from S.E. to S. after crossing the Bar (made all sail  
for Darwin Island) N.E. by N bearing W by E at 5 PM  
came in over Doboy Bar the Black beacon  
just on with South end of the Dwelling at 5.30 Come to  
anchor abreast of Lappin Light House blowing heavy  
from S.E.



Sunday 5<sup>th</sup> May 1850

All this Day, Bhowing heavy  
from SSW to clear weather and a  
meeting in the cabin all my sailors attend-  
ed

Monday 6<sup>th</sup> May Lying at Lophol-  
land Pleasant weather Supplied this Light  
5 Wolf Land Lights Boats new keepers

Tuesday 7<sup>th</sup> May Pleasant weather  
Stiff Wind at N.E. & E. Could not sail  
went up to Darier with the Large Boat  
Sea most of my old acquaintances. Mr. Lafin  
the Collector. Mitchell & Collins. Rockenbauge  
Sam<sup>l</sup> Palmer, John Smith, Mr. Carly. ~~the~~  
Doct<sup>r</sup> Homes who Doct<sup>r</sup> Henry when Sick

How time has defac'd or changed many counten-  
ances since I have seen them last. The City  
going to decay many of the Buildings has fallen  
Down many burnt up property worth little  
(depreciating continually) plantations changing  
Woods. when I was a waisting here I have  
known 120,000 Bales of Cotton to be landed here  
in one Season now I am told there is about  
6,000 Bales

Master Jacob Wood a Large Pine Planter who  
always employed me to carry all his produce  
to Savannah such as Rice & Molasses & Cotton  
a Black Man bowed me thirty Dollars  
& promised to pay me a number of times & did  
not. Died two years past an Old Man &  
without God & hope in the World a cruel  
Man to his Slaves but who willed them all  
free at his Death but they were to work until  
the Excises & the amount of their pay  
were paid to Savannah. the best that  
he ever did & I freely forgive him my debt  
Returned on board at 9 PM

Wednesday 8 April 1850

Still Lying at Gaff's L<sup>y</sup> House blowing  
Heavy all Day until Dark from SE to SSE  
then Main lightning & thunder Wind shifted  
to the West in a Squall set go our Large Anchor

Thursday 9 April 1850

first of this Day Squally & Bristy weather wind of  
West - got under way at 5 am in company with  
a Lumber Landed Barge at 6.30 crossed the Bar  
about one third Ebb with the Black Breeze  
just on with the South Side of the Dwelling



of that bearing by. The Bay is just on the  
outer edge of the Bar we had the best water  
we had was a quarter less three fathoms.  
Jib Ship & hauled up. Dredge. at 8 am. Wind NW  
by N. Clear weather at noon. Made Gybe  
Light House wind N. overboard. Can't not fetch  
the Bay on the Bar. <sup>mean</sup> Several tacks & anchors above  
the 2<sup>d</sup> Bay in 3 fathoms the Light & Beaver in  
range took a pilot on board Mr King & Kupa  
of Gybe Light House.

Tuesday 10<sup>th</sup> May 1850

All this Day fine pleasant weather first & middle  
part. Light winds from N & E latter part stiff  
winds from South got under way at 2 am. sailed  
up to Gybe Light House & came to anchor  
in 4 fathoms Smooth on the Shore. went on Shore  
early with our Supplies for the 2 Light Houses  
got through at 1 PM returned on board at 2.30  
PM got under way & went up to Gig Island on with  
half a mile of it which was just below the  
Bay & came to anchor in 3 fathoms at 5.30.  
went up & supplied Gig Island & returned back  
at sunset. & have performed a good Days  
work - - - - -

Saturday 11<sup>th</sup> May 1850

Lying just below Pig Man's L<sup>y</sup> House  
went up this morning with my small  
Boat to Savannah at 6.30 am. Got on M<sup>r</sup>  
Jacob & George Mataburg. My daughter  
& daughter to North. They were much pleased  
to see me I breakfasted with Mr Jacob  
Mataburg. then saw Colman's Mood. My time  
was short so that I could not see many of my  
acquaintances till then at 9.30 am with  
a pilot with us soon returned on board got  
under way 14 past 10 am & at 1 1/4 before 12 came  
to anchor abreast of Tybe Light House  
(Distance of 18 miles went in) Shore took back  
52 gallons kerosene oil. & at 2 PM weighed  
anchor & sailed out over the Bar for Char  
leston at 5 PM past 6 am on board of the Light  
Ship of Martins Industry which bears from  
Tybe L<sup>y</sup> House WSW to SW by W from the  
Bar when past the ship we could plainly see  
with our spy glass the Light House & Beacon  
& the Island from the Boat Star up E by E  
at 8 AM wind backed from W. to SW  
Light breeze & a considerable of a swell bearing



in from SE at Midnight took quite a heavy Squall  
from the North with all our Light Sails it gave  
no warning as there was no Clouds that indicated  
we had as much as we could attend to for  
2 hours we were about 25 miles to the Southward  
of Charleston wind soon backed into the S.W.  
at 1 am kept of Reefed fore sail & Main sail put  
up the St. Clouds. Commenced to Sail Back to Tybee  
& make a harbour which would be much better  
than to be toped about by a heavy Sea & drifting  
away to the Southward at Sunrise past the Light  
Boult at 7.30 Crossed the Bar in 4 1/2 fathoms but found  
to the SE of St. Michael head there 4 fathoms the  
outer Bar which is on the Bar bears from Tybe Light  
House N.W. by S. at 8.30 came to anchor in Cockspur  
harbour abreast of Fort Mifflin. All Day Blowing  
fresh from SE

Sunday 12 May 1850

Lying in Cockspur Harbour blowing fresh from  
SE. held a meeting in Cabin good attendance  
was paid to what the Captain told them

Monday 13 May 1850

from Midnight until 2 PM pleasant weather  
then clouded up appearance of a Storm at 6 PM  
some Rain

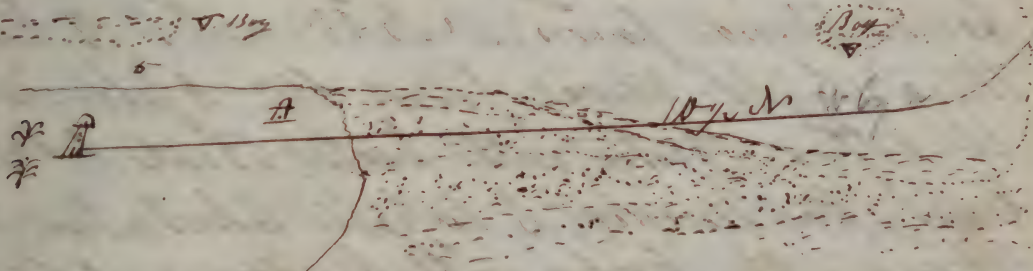
there is 2 Beacon Lights here burning 3 Lamps  
Each Built of Brick on is to the S of the Fort on  
the N Side of the Channell on the White Water Rock  
the other is on the Shoal which makes up from the  
East End of Cooks Bay Island & extending of 1000  
Yards. went this morning to supply both Light  
Houses with 125 Gallons Each 30 of which is water  
got through at 10 AM return on board the Cayenne  
in a Dark Squally weather

Friday 14<sup>th</sup> May 1830

All this Day Blowing Heavy first part Heavy  
Rains. winds East Middle part SW at  
2 PM backed to S & SSW continued  
to sail but wait until Morning appearance  
of a Change before making off to Lightening  
to the North. we are lying near a Hermosillo  
Brig by the name of <sup>the</sup> ~~Trista~~ <sup>Trista</sup> of Nantucket of Maine  
Heavy Loaded with Timber bound to Baltimore She  
came out over Darien Bar just ahead of us  
& took the same Squall Saturday Night that  
we took & a gale commenced with it which  
caused the Brig to Spring a Leak & had five  
feet of water in her hold she came in  
here yesterday morning



Leaves way 15 May 1860 first part of the  
 Day Raining & Squally Wind from SW got  
 under way from Cybe Light at 5:30 am &  
 sailed out over the Bar ESE Course left  
 Booth Boys to the droper gave them a good  
 Breeze & in going out you will see two bushy  
 trees to the Westward of the Light House being  
 the North one just on with the S side of the  
 Light House there is only 2 Bays Down  
 Swa is on St Michael Now & the outer one  
 is a very large one & has a considerable  
 distance within the Bar answering to Saumay  
 It being Low water or just rising flood we had  
 3/4 Fathoms at 6:30 Cross the Bar a heavy swell  
 heaving in from SE Set all sail



Steered N. by E & by E to the Light Boat  
 at 8 am at Chum post met on board the Ocean  
 Steamer Isabella from Charleston something of  
 Savannah Bar & then bound to Key West & Cuba

at 3 PM Blowing fresh here too & took a pilot  
Sam<sup>l</sup> Bell out of Boat No 6. Sailed in over the  
Bar a heavy sea on the bar Charran & School  
it being nearly Low water had only 10 feet but  
did not strike there is 3 Boys the water Boy  
is on the Edge of the Bar which we left 100 yds  
to the North of us & Boy ran out on board of it  
left that to the boys then ran for the L<sup>t</sup> House  
& past the 3<sup>rd</sup> boy & left it about 100 Yards to the  
North of us then Edge of gradually for the Beacon  
on Sullivan's Island bring them in range & run for  
them. Come to anchor just to the Westward of  
the Bar End in 7 1/2 fathoms Low Water Blowing  
Heavy at SSW & Generally looking Weather

Thursday 16 May 1850

fresh Breeze from NW until 4 PM  
then Light Breeze from SW & pleasant  
Weather started with both Boat & Suppl<sup>y</sup> is  
Early this Morning & Suppl<sup>y</sup>id Charleston Light  
House the keeper with his Horse & Cart drew  
up the front part of the Oil paid him 3 Dollars  
got through at 1.30 & 4 men on board then went  
with our large Boat & Suppl<sup>y</sup>id Sullivan Head  
Beacon Light got through at Sunsett come  
on board



Friday 17<sup>th</sup> May 1850

Lying in Charleston Roads Close to the New  
Fort at 1.30 Am a very heavy fire we  
discovered up to the City it being high as though  
some Combustibles were on fire. Continued  
burning until Day Light we were lying 5  
miles below the City at 6.30 Am. Started  
with our Large Boat & outside & supplied  
Morrison & Bean Lights 184 Gall.  
Of Oil returned back at 9.30 Am got under  
Sail & beat up to the City & came to anchor at  
11 Am went on Shore & got a letter from  
the Post office from My wife for the last  
notice that the fire made of Property during  
the Night

Came on board at 2 PM with the intention  
of getting under way for Cape Roman Lt  
but it came on to blow so heavy concluded to  
wait until it moderated but it continued  
through the Day sent a letter to John & my wife  
by Mail

Satt 18 May Still Lying about  
of the City of Charleston at the forenoon the  
of Wind S.E. in the Afternoon S.E. could  
not sail. Sailed Down the Roads E

Sunday 21<sup>st</sup> May 1850 Lying at Chester  
pleasant weather wind S.E. all hands  
went on shore to the Bethell Church Mr  
Gates did not preach but there was preaching  
or Reading by a young man his sermon  
was all wrote Down at 3.30 went to the Meth-  
odist Church heard a good sermon. My Sisters  
went in the evening also

Monday Morning May 22<sup>nd</sup> got  
under way about 10 AM to proceed down  
the Bay past over the Bar to Supply Cove  
Roman. L. House. at 7.30 came to anchor  
between the 2 Inner Bays to wait for  
the flood tide to rise at 10 got under way  
& sailed out over the Bar past the in board  
the Middle bay it has a white top to it left  
the Bar bay 300 feet to the chop up the Bay  
will be an Ours length to the end of the L. House  
there is 10 feet on the Bar at low water Light  
House will bear S.W. by W. 10 At Noon  
Light full weather wind from S.W.  
& there S.E. & E at 5 PM. have to of Raccoon Key  
Light House it bearing N 4 miles distant



Wind Sby E stood to S W by S untill 6 PM  
then Tacked Ship to the ESE. jib to windward.  
at 8 PM the Light here being 10 to 6 Miles Dist  
bearing up S W by S. jib to windward waiting  
for Day Light to Supply Racoon Key L House  
Meaning pleasant weather

Tuesday May 21<sup>st</sup> 1850

all this Day fine pleasant weather Light  
bore from S at Day Light ran down towards  
Racoon Key L House bearing 30 Miles dist  
in 4 fathoms high water move to get our  
Supplies into the Boats & started at 5.30  
Am at 7 got on shore supplied the L<sup>th</sup>  
& returned on board at noon had a fine  
pleasant time pulled away for George Town  
Light House at 2 PM passed the Head of  
Cape Roman in 7 fathoms sea so breaker  
as it was so smooth stood S E by S at 7  
PM two of the Bar small trade from  
the Southward to let us go over the Bar on the  
account of the approach of Night at Sunset  
George Town Light Bore S W by W 7 Miles distant  
move to for Day Light

May 22 1850 Lying of Bar Georgetown Bar  
Light win as from South to NE at 7.30 Am  
took a pilot on board about 2 miles South of the  
Bar at 8 as Coasted it about half Ebb Some  
distance within the Bar passing the ridge we  
only had 9 feet Drawing & the Tides quite smooth  
did not touch the Bottom at 10 Am came to  
Anchor inside abreast of the Light House Several  
Sail lying here Bound out at 10.30 went on shore  
& supplied the L House put in a full Set of  
Business Complete of Prop casing Return  
on board

Thursday May 23<sup>d</sup> 1850

No time to Sail over the Bar Several  
Sail lying here Loaded bound North at 3 PM  
appearance of a Squall at 4 Sharp Lightning  
& thunder to the N the heavy Cloud rushing into  
the NE weather looking very bad the Schooner  
Pearl of Dartmouth Capt Nye lying near us had  
lost one of his Anchors on the Bar sent him our  
Stream Anchor for the Night at 7 Wind came suddenly  
by into the NE & began to Rain Heavy & contin-  
ued until 10 PM at Midnight clear



Friday 24 May 1850 Lying abreast of  
George Town Light House all this day  
Wind N E & from 4 am until 9 AM blowing  
to Rainy Myself went up to George Town  
in the Pilot Boat left at 4 PM and at  
5.30 went to a Coloured Baptist prayer meeting  
Took tea with Capt. Maske while Brown  
gives in his report of the L. House left  
for our Schooner at 10 AM & arrived at 2 AM  
on Sat Morning

Saturday 25 May 1850  
Heavy backing weather this morning wind at  
N E 3 Schooners got under way to go out  
5.5 remaining behind one got to Sea & returned  
back & gave up wind came in to SE & one  
Bryantine came in Light winds & pleasant  
weather

Sunday 26 May 1850  
All this day fine pleasant weather wind from  
N E to E S E five Sail of us got under way from  
George Town Light House at 5 AM with  
pilots on board & sailed out over the Bar. the  
Light House when on the Bar will bear for  
Cape Horn S W by S the North Point of South Head  
10  $\frac{3}{4}$  N. South Point as W S W. Bar buoy lies 4 miles

Miles from the Light it is very narrow between  
the N & South Breaker the Bay is not on board  
South Breaker & the deepest water is not on board  
North Breaker. but there is a Buoy head  $\frac{1}{4}$  of a  
mile inside of the Bar which is less water than  
there is upon the Bar., when leaving the Bar  
outside there is East Bank about one mile  
distant & has not more <sup>than</sup> 8 feet upon it at Low-  
the Shoals Port bears S E from the L House & the  
Bank runs N E & S W a long distance —

stood of E S E until we lost sight of Land. then took  
Ship to the N in company of a large Schooner  
told the ~~passage~~ of Mr. N. H. H. Light & passed  
to Millington at 5 PM George Town L House  
bore N by W 18 miles wind made aft S E  
Squarerail at 8 we took it in Middle Port nearly  
beam) May — Monday 27 1850

all this Day fine pleasant weather since  
from N W Round to N. N. E. E. S E. S. at 7 AM  
made Base head Light House bearing N E  
at noon took a Pilot out of a small Boat from  
the L House by the name of Davis  
at 330 crossed the Bar the high beaver upon to the



Weather of the Small one a head Shakes tonight  
this is the west Channel & much better than  
the main Bar. Come to Anchor half way  
from the Fort to the Light House went on shore  
& supplied it. Latter part calm

Tuesday 28 May 1850

Present weather All Day got under way &  
Sail up just above the Fort & come to Anchor  
then went with our Supplies one to Soap Mill &  
Supplied. Oak Hard Beavers Lights 20 Lamps  
Returned on board at 11 am fine Breeze from  
S E & Sailed through the inland passage  
to New Bristol & come to Anchor went 2  
miles & supplied Federal Point Light House  
return on board at 10 PM

Wednesday 29 May 1850

First part of this Day Squalls of wind & Attersea with heavy  
Rain at 10 am (head) of got under way with a  
Moderate Breeze from East at Noon come  
to anchor at Smithville to late in the tide  
to proceed to Sea Sent a letter to My Wife

Thursday 30<sup>th</sup> 1850

at 7 am got under way from Smithville to proceed  
over the Bar with a Light Breeze from the West

with 2 Pilots on Board the Keeper of the Light  
House Mr. Moore piloted us out at 10 AM & the  
Bar airbored our Pilot paid him 19 Dollars  
for 8 fut. in Sailing out bring the tall beam about  
a broad Shear length open to the left of the Low-Beam  
in which will direct you in the best water the boy  
is drifted to the S.E. of best water & it should be left  
100 Yards to the Eastward of you it is in Range  
of the 2 Beams. Stead after leaving the Bar S.E.  
& past the Cape & when the Sand Beach could be  
seen of Duke kept of S.E. by E & struck down in upon  
the Shoal in 2 fathoms 11 fut. to 10 as kept of E. 100m  
as per into 2, 3, 4, 5 fathoms S.E. by E. Set all sail  
going 5 knots 1 PM took My Departure from Bala Head  
L House bearing W. 10 to 12 Miles distant at 2 PM  
took in our Light Sails began to lighten & to the  
Squall soon over Midnight Light winds

Friday May 31<sup>st</sup> 1850

this Day begins with Light winds from S.W.  
& pleasant weather Steady N.E. at 7 AM in sig  
ht of Land near Bearport Entrance at 10 AM  
weather looking Bad Enchased to Harbour at  
Bearport where we arrived at 2 PM at Midnight



Saturday 1<sup>st</sup> June 1850

For the most part of this Day Blowing & Raining  
Heavy from the W. could not Supply Cape Look  
out L<sup>th</sup> House

Sunday 2<sup>nd</sup> June 1850

a pleasant Day Several Schooners lying here  
in Beaufort Harbour Charleston Riverman with  
all Dred that Tails by myself went on Shore  
with most of my crew to the Methodist Church  
here a very interesting Sermon after Service intro  
duced to Elder James Simpson the preacher gave  
me an invitation to go & dine with him & finally did  
so gave me an invitation to preach in the the Evening  
to the whites & likewise to preach to the Colours  
Slaves in the Afternoon. I accepted the offer  
had an interesting Season I spoke upon the 21<sup>st</sup> Chap  
of Revelations In the Evening my discourse was  
upon the coming of Christ to redeem his Saints &  
destroy the Earth & bring it Back again to its  
former State - House was full to overflowing  
till my leave of them all returned in  
Boat at 10 PM

Monday 3<sup>d</sup> June 1850 My Birth Day 61 Years  
Old 53 Years of My Life has been upon the  
Occure of time Many Dangerous scums because  
I have been brought through one a supplan  
Laid to take My Life on board of My Own vessel  
from N York to New Bedford Beaufort having  
Specie for our Banks which was found out  
before I left N York. in 1833. in 1839 my  
Ship Wrecked upon the Ocean the 3<sup>d</sup> Day to per  
of 5 sailed in Montan. 25. Had Cuba Chow won  
dusfully has My Life been preserved from Death & an untimely  
Grave but still permitted to tarry a little longer for what  
purpose is only known to him who cannot see as a  
New Year has commenced in My life Should I be permitted to be  
preserved through I hope that it be more profitable to God  
to Myself My Family the Church & the World

got under way this Morning from Beaufort  
at 7 am with a light air from the West & S by East  
out over the Bar bound to Cape Look out 9 miles distant

Beaufort



and I came to anchor  $3\frac{1}{4}$  of a mile from the  
Beach L'House bearing E Smooth as a millpond  
had a delightful time 10 fishermen were on the  
Spot to help Hooll the oil to the Light House half  
a mile got through & returned on board of Saita at  
4 PM to go round the Shoal & sail for Oracoke  
Midnight Colm at the end of the Cape Shoal  
Tuesday 4<sup>th</sup> ~~May~~ <sup>June</sup> 1850

All the Day Light Air & Calms Cape Look  
out Light in Sight from 7<sup>th</sup> (Saita) at 7 am, at noon  
could not see it at 1 PM began to fish brought  
about 40 Rock Bass at 4 Look Out Light bore W by  
N fine little Breeze from ESE to SE at sunset  
in Sight of Land we have bank Staring N by E  
& N E at 11 made Oracoke Light House prominent  
weather

Wednesday June 5<sup>th</sup> fine pleasant  
weather at 1 am have to of Oracoke Bar to wait  
for day Light to go in over the Bar at 4 am  
cross the Bar Beat up to the Sand at 6 AM time  
made ahead came to anchor nearly Calm at  
11 am Breeze sprang up from ESE got underway  
& sailed up to our usual anchoring place & set go  
our anchor went to Oracoke & supplied the

at 4 PM got back on board of our Schooner  
to the Lightkeeper who takes our Oil  
to the Light House fill up our Oil &  
preparing to leave the next Day

Thursday 6 June 1850

All this Day Calms & Light winds from  
SE did not sail before Noon in conseque  
rence of the Ebb tide against us. at 6 PM. took  
the Light Boat & stood NW for Pomphrey  
Light House

Friday 7<sup>th</sup> 1850

fine pleasant weather at 2 AM made Pomphrey  
Light bearing S.W. at 8 AM arrived & came to  
Anchor went on Shore & supplied the Light at 2  
PM came on Board & sailed for Bodies Island  
Wind SE at 4 AM bore about under the W  
Shore. went on Shore in a Small Boat & brought a  
Snapping Turtle & found 50 Garpino Eggs buried in  
the Sand about 5 Inches Deep; in each hole  
Light Burns the remainder of the Day Sailing  
towards Cape Hatteras

Saturday June 8<sup>th</sup> 1850

Light winds until 2 PM & pleasant weather



at Day Light in sight of Ocracoke L House  
& the Shipping in the Roads. Concluded to Supply Cape  
Hatteras L House first - at 1 PM past - the the small  
Stand on our Starboard hand at 2 we abreast of Cape  
Inlet where were lying a Surveying Schooner & a  
Large Schooner 100 Tons loaded with lumber got on  
Shore beating into the Inlet paid 20 Dollars for  
Lighterage to get off after passing the Inlet ran  
on to a Shoal which makes from the Shell banks  
which is an Sand just east of Water & returned us 3 hours  
got off at 6 PM at 7 Come to Anchor for the Night we  
are now 8 Miles from our Anchoring place at the Cape

Sunday 9 June 1850. All this Day  
fine Clear weather but very Warm got under  
way at 5 am at 7 ~~Come~~ Arrived & came to Anchor  
went on Shore & held a fore noon Meeting at  
the School House people come 3 miles to meeting  
they only have preaching once in about 5 or 6 weeks  
with the Circuit-preacher comes along it is not usual  
to hold but one Meeting on this Day on account of  
Warm weather went Home & dined with Capt  
Williams & Family & Sept. to town all night

~~Sunday 10 June 1850~~ At 6 PM had a tempest  
thunder lightning & heavy rain

Monday 10 June 1850 Lying before Hatteras  
first & Middle fine pleasant weather wind from  
SW went on shore early this morning with  
our Supplies of Oil Loaded them one & half miles from  
the L House had 7 Boats with one man each  
which carried the Oil up to the L House got there  
at 2 PM loaded 591 Gallons of Oil & paid Mr. J  
for Gallon \$8.91 & returned on board got under way at  
4 PM & beat back about one mile to the Entrance  
of the Shoal which turns away to NNE & took a  
Sudden Shift of wind from the NW & turned the first  
Stake which is on the East Side of the Channel here  
it either side then beat up to the 2<sup>d</sup> Stake which  
is on the West Side left it in our starboard hand & came  
to Anchor for the night

Tuesday 11 June 1850

all this Day Blowing Heavy from N to NW & Lying  
2 miles to NNE the wind mild at the Cope went on  
shore & bought a Bushel of Meal of Mr. Deal  
with the \$1.00 I have his own Corn which I've had  
bought for his own use fast to oblige me & then  
had to go & get more for himself these people on the  
Cope will do any thing to oblige a friend returned on  
Board at Noon at 4 PM went on shore again & took  
tea with Mr. Deal & held a meeting in the



Shoal House at Early Conde Light went to town  
with Mr. Mead all night the Surveyor of the  
Coast put up here

Wednesday 12<sup>th</sup> June 1850  
from Manistowish to Light Meads from 10 to 11  
of Colons returned in board at Sunria got under  
way. Sailed round by foot out about 3 miles into the  
Sound the third Stake here on the ~~the~~ Starboard  
4 or 5 in the Starboard here you will have 2, 3, 4  
in the Channel 5 Stake which is washed down  
was in the Starboard Lines as you enter the Sound  
at 3 P.M. fine Breeze from S & E Steering N by E  
per Long Shoal Light Boat & made in bearing  
N by W at 4 P.M. See Chippewaomicke Woods bearing  
E & E of the Light Boat bearing N by W dist 5 miles  
at 5 P.M. made Bodys Head Light House  
bearing N by E at Dark came to anchor  
the Light bearing E & N 24 miles distant in  
7 feet water

Thursday 13<sup>th</sup> June 1850  
first part of the Day Moderate Winds from  
WSW got under way & with some difficulty  
Entered the narrow Channel that leads up  
towards the Light House & then took the

shot Lewis out of the Inlet which makes  
out one mile north of the Light House and up to  
the fish Stake & come to anchor the Keeper  
Sons come of in their Large Boat & pitched us  
in with our Supplies in the Large Boat got  
within half mile of the creek & put water on board  
for our Boat put about 200 gallons in the Keeper  
Boat which lightened up sufficient & sailed into the  
Creek & up to the Landing which is about 400  
feet from the Light House. Soon got through  
& came on to Newbery from Old Town until  
5 PM then pulled off & landed in the water & pushed  
the Boat along had a hard tug of it before we  
got on land. To enter the Mouth of the Sluic  
bring the L House to bear about E N E & Run  
for taking your Soundings in the Harbour head  
which is gradual but the Harbour Sea is steep  
you will have from 3 1/2 feet to 5 up to the Head of  
the Sluic Boat House to the Keeper is where  
Mr Midgett lives a sociable pleasant Man  
gives a plenty of Milk



Friday 14 June 1850 first boat blowing here  
from. We got away May from (Boaies Head)  
at 7 am & beat out of the Slave & Stoddard current  
in the Western Shore & Boat Down first  
Stumpy Point & came to anchor on the W  
Side of Stumpy Bay (at on board of the Mission)  
where the Fishery is carried on in company with  
a Sloop Schooner at 4 PM this is a good harbor.  
Board from the Southward went on board of the  
Schooner & got acquainted a Methodist Gentleman  
who I found was a Thompsonian Doctor likewise  
a Mechanical genius he had on board of his own  
make a Wheat threshing Machine. he told me  
that he was getting a patent out to keep it apart  
different from any thing else that had been  
his name is W. R. Palmer living in Hyatt  
Tyrell County. First Landing. Columbia  
Post Office N.C. Capt. of the Schooner (name Morris)  
I gave them Mellers Lecture & Life & Miracles which  
they ~~had~~ had never seen & while with them read  
a considerable in his Life & Miracles & they were  
much pleased with it they had heard a good  
deal from his way & had from like thousands

an unfavourable opinion of him & while reading  
they asked is this his production I told them certainly  
by it was they appeared to be astounded that such  
language would come from him & said that these  
Minas were changed altogether as it regards Mr  
Miller & likewise fell in with his Doctrine  
as far as I could & they said they would read it  
with a great deal of interest & care there is  
no Adventist out here

Saturday June 15<sup>th</sup> 1850  
all this Day Blowing fresh from S.W.  
got under way at 4 am & sailed out about  
6 miles within a short distance from the  
Light Boat at Long Shoal & so we returned  
Back the Schooner with us anchored just with  
in the point went on shore to try to find Gopher  
Eggs but could not. at 3 PM got under way & sailed  
2 miles from where we started from. So ends  
the Day

Sunday 16<sup>th</sup> June 1850  
Wind S.W. got under way & sailed down  
near the Light Boat in company with the



Schooner & she soon turned back it being rough  
have kept in beat round the Long Shoal & to  
steer about 7 miles & sailed into a River with  
Long Shoal River a good Harbour & came to anchor  
in 9 feet water about one mile from 5 small  
Schooners we being almost out of water &  
out of sweetening of any kind & us by Herring &  
Gonny<sup>Cake</sup> 3 times a Day to eat, pretty hard fare  
for us, well we got into our large boat & sailed  
up to the Schooners that were made fast along side  
of each other ball being to Kenneth in  
Cape Hatteras I saw a good opportunity  
to hold a meeting among them to try to do them  
good & I did so I took the first Chapter of Hebrews  
for my text & had an interesting season & had  
good it is to strive to be good to our fellow creatures  
here below one of the Captains was taken  
very unwell & prompt & benighted After meeting  
I went on board my Schooner & brought some pain  
killer & a portion of vegetable Phisick & gave  
him which he took very soon went on shore  
to a store & bought some molasses & returned on  
board the people expressed a good deal of gratitude  
for my holding a meeting for them

Monday 17<sup>th</sup> June 1850.

all this Day Light Menas from M<sup>o</sup> to S  
& pleasant weather got under way this morning  
at Day light from Ling Shoal River & fettered  
Down to Cape Inlett took ship to the west at  
noon at 1 PM made Crookake L House  
at 11 PM came to anchor at the Light Boat  
Station L House bearing S E by E. 2 miles distant  
so was this Day

Tuesday 18 June 1850 Light-  
air & calm got under way at Sunrise & sold  
& sailed & rowed to the Schooner 4 miles & arrived  
along side at 7 AM we have been absent from  
our Schooner 12 Days in supplying Cambridge  
Cape Hatteras & Bodys Island L Houses &  
the greatest attention I have ever had discharge  
the Lighter & went over to Crookake in her  
litter with Mr J Howard the owner of the Boat  
27 Dollars & Mr Howard for cooking Oil & Doll  
at 2 PM fresh wind at S E our Schooner  
attempted to get out but returned back again  
returned on board at 5 PM at 9 PM blowing  
heavy at S E.



<sup>ny</sup> Wednesday June 19<sup>th</sup> 1850

got under way from Portsmouth Roads  
& proceeded out over the Bar discharged our pilot  
Wilson River 25 Dollars for 140 tons inward & outward  
Bar Pilotage. Steered E by N for Cape Hatteras  
at 1 PM the Star Channel about 1 Mile from  
the Point went just inside of a Shoal which  
broke a little but the whole showed itself very  
plain Steered N E by N. In at 3 PM  
Made Bays Stand Light Brought it just in  
Light of it. Light winds & pleasant

Thursday 20 June 1850

All these 24 hours fine pleasant weather  
first part of the Day Breeze at Middle until  
2 PM. Stepped down from S S E at 3 PM  
of Cape Henry to Supply the Light Boreas  
with our Little Boat but the large one had  
to return Back so caught could not send me  
soon returned on board got under way & sailed up  
to the E Side of Sta point Comfort & came to  
Anchor at 7 PM. went on Shore & got a little news  
by wife. Friday all this Day fine  
pleasant weather went on Shore since this  
morning & supplied Sta point Comfort. L H

returned on board & of course away for Back  
River Point & House & as it was soon  
went on shore & supplied that Mr. Jett the  
keeper could not speak in consequence of  
a stroke of the Palsy he could walk & could  
hear me when I talked to him & he kept  
probability is that I shall never hear him more in this  
world the good Lord be pleased to have mercy  
upon him, left & returned on board at 4 PM  
& sail for New Point Comfort and there  
it arrived at 7 PM went immediately on shore  
with our supplies landed on the beach  
& left our Cox there for the night so the  
keeper returned on board so ends the Day

Saturday 22 fine pleasant weather  
Minn. Sutherland went on shore early this morning  
& supplied New Point Comfort. L & H got through  
at 9 AM returned on board got under way for Little  
Neck Island L & H give New Point Comfort a  
bottle of a quarter of a Peck & there is  
for the night. Back there is a plenty of water  
near to the shore after passing the L Boat  
there is a by ch b. and E. bring Little Neck



Light to bear N. by E. & run for it until  
you begin to raise your ground in 3 fathoms  
then haul to E. by E. tracing the Shoal ground  
which makes of the L. H. & anchor L. House  
bearing N. W. or N. W. by W. or W. we said to  
come to anchor to the Dr. of the Bay in the bar  
in 24 fathoms at 5 1/2 PM went on Shore to supply  
the L. House returned on board got under way  
for Piney Point L. House up the Patomack  
and at Midnight so was the Day

Sunday 23<sup>rd</sup> fine pleasant weather  
Remain on board did not go on Shore  
held an evening Meeting

24 Monday fine pleasant  
weather Light Menas went on Shore early  
this Morning & supplied Piney Point L. House  
put on 10 fifteen Inch Shells at 3 PM  
got under way for Point Look out at  
Midnight came to anchor

25<sup>th</sup> fine pleasant weather  
Wind to Southward Supplied Point Look L. H.  
this Morning the Keeper B. Wife Roman both  
sick had no bible in the House suffered

them Religious Trucks but would not accept  
Any left them got under way for  
Smiths Point and there at 5 PM got  
through by Sunset & Returned on board  
Sailed over to Fog Point Lighthouse  
Came to anchor at 11 PM Light burning  
SE by E in 2 1/2 fathoms 26

Wednesday 26 June 1850

Supplied this Light House Early this  
morning got through at 9 am returned on  
Board & Sailed for Clay Island Lighthouse  
to go through Macgill Straits with our  
Boats to Supply the Lighthouse in fishing Bay  
and at Sunset & come to anchor one & half  
mile up the Straits from Light Boat

Thursday 27 Fine pleasant weather  
went 5 miles & supplied with our Boat Clay  
Island Light House returned on board at  
1 PM got under way for Cove Point Lighthouse  
& arrived at 530 PM anchored just to the Eastward  
of the Lighthouse went & supplied it returned on board  
& took a squall from the N with heavy  
Rains at 9 PM wind shifted to SW got



per Sharp's Stand L<sup>t</sup> House at Mianigish  
per it blowing fresh from the Westward  
to Friday 28 fresh winds through the  
the Day from the S.W. at 2 Am left  
of Thomas Point & supplied it then sailed  
for Greenbury Point L<sup>t</sup> H & supplied it  
then sailed for Boaker & supplied that so  
was this Day & we have performed a good  
Deal of good Labour to Accomplish so much

Sat 29 fine pleasant weather  
wind to SW got under way from the  
Boaker Point L<sup>t</sup> H. Sailed over to St Paul  
Light House & supplied them & turned on  
board at 11 Am & sailed up to L'Anse-au-  
Point L<sup>t</sup> House & supplied it - got under  
way & sailed up to Batture & came to  
Anchor on the East Side of Pelts Point about  
into the 10 fms by Sunset so was this  
Week we have supplied ten Light Houses  
this week, 1. Sunday June 30th 1850  
fine pleasant weather all hands on shore at  
Meeting Bethel in forenoon & afternoon at  
the Methodist so was this Day

Monday July 1<sup>st</sup> 1850. Lying at Portsmouth  
went up to the upper end of the Basin to Mr Whetstone &  
& bought provisions. Drove on my Brother for thirty  
Dollars saw a letter from my Brother home from my  
Wife. Pilot that spoke us advised the Coopers dem  
and of us half pilotage. returned on board at Gulls point  
got under way & beat half way Down to the L'Anse-au-Loup  
& a boat overtook us with 4 men besides the Pilot &  
Sheriff & Demanaw his half pilotage I was oblig  
to pay him <sup>25 Dollars</sup> although it is the first time for many  
years, beat out of the River to Smith Point  
L'House then Steered over the Bay by S & E. until  
3/4 the Distance over to the Eastern Shore & there  
by N until we dropped from 3 fathoms into 6  
then Steered up N by N. E. at 9 PM came to anchor  
to the E & N E of Pools Island L'House 3 miles distant

July 2<sup>nd</sup> 1850 went on Shore Early  
this Morning & supplied Pools Island L'House  
returned on board again at 11 AM got under way  
to proceed up the Bay to supply 2 Light Houses were  
at 5 PM came to anchor at our usual place to  
supply Concord Point Light House 7 miles N  
of us. from Noon until 4 PM squally wind all  
round the compass



July 3<sup>rd</sup> left the Schooner Early this Morning with  
our Supplies & supplied Concord Point L<sup>t</sup> House  
Sent 2 Letters home returned back at 11 AM got  
under way & sailed down to Turkey Point L<sup>t</sup> H<sup>o</sup>  
5 Miles Distant & supplied that Light House  
got on board at 8 PM paid 2 Dollars for Coasting

July 4<sup>th</sup> 1850 went on Shore early this  
Morning it was foggy & got wood & fullers Earth  
& sailed down the Bay & stop at Fresh Pond  
& Left more Oil So was the Day

July 5<sup>th</sup> 1850

got under way this Morning Early  
Went to SW & beat Down the Bay & come  
to Anchor Sharp's Head L<sup>t</sup> House bearing S E  
3 Miles Distant at 11 PM

July 6<sup>th</sup> 1850

Went SW went on Shore Early & supplied  
Sharp's Head L<sup>t</sup> House return on board got under  
way at 9 AM & sailed Down the Bay as  
far as Cove Point & took a Squal from the NW  
Got very tired soon over at Sunset 6 Miles from  
Point Look out at Midnight put Smith's Point  
L<sup>t</sup> Boat So was the Day wind at 10

Sunday

July 7<sup>th</sup> 1850 fine pleasant weather wind  
from NE at Day Light <sup>at New Point</sup> just to the E of  
W of us at 7 am began to blow heavy & soon  
took in all our light sails at ~~7~~ ~~8~~ & continued  
to sail up to Swede Point for a Harbor & arrived  
at 9.30 came to anchor. So ended the Day

Monday July 8<sup>th</sup> got under way early this  
morning made a Beave from the South E  
with a large number of Rebels of all description  
was beat them off by loaded Rebels filled up with  
wood at 3 PM came to anchor of Fishermen  
Harbor Cape Charles started immediately with  
our supplies in the Large Boat & went 6 miles  
& supplied Smiths Island & House it being a  
high course of tides landed our men over the  
Light House soon got through that is by Dark  
& saw that sufficient to get back over the flats  
to our Schooner and at 9 PM

Tuesday 9 July 1850

fine pleasant weather Light wind from East  
got under way by Day Light & stood South  
for Cape Henry at 9 am light air wind  
SE and not aware abreast of the Light until



1 PM Load up our Supplies to go on shore  
got on shore with our Small Boat but the  
Sea rose so fast the Large Boat had to return  
back & appearance of a heavy Squall from NW  
& began to thicken & lightning got under way  
& ran up into Hampton Roads & came to  
Anchor at 9 PM

Wednesday 10 July Lying at ~~the~~  
under Sewells Point with a large fleet. wind  
E & S E. Lying with us two Captain Kellys  
of Portsmouth

Thursday 11 July 1830

wind at E this morning went up to Norfolk  
bought some Stores had an interview with  
the Collector Mr. who informed me of the  
Death of President Taylor. returned back  
at noon went on Shore & bought 2 Cows  
above for 2 Dollars per head

Friday July 12 Wind SE got  
under way at 1 PM & sailed down to the Cape  
to rough to supply the L House although got  
our Supplies into the Large Boat & had to  
return on board. & got under way & ran

up into Lyn Haven Bay & come to anchor  
~~Saturday~~ <sup>got</sup>

Saturday July 13 at this Day  
fresh wines from S E went on Shore  
& walked 2 Miles with our articles for repairing  
Lamps put on 19 Burners complete &  
return on board at 4 PM blowing fresh got  
under way at 5 and to Cuba to sail up  
to the Nova to wait until Monday

Sunday<sup>14</sup> fine pleasant fresh  
wines from Shore & back into E & E  
myself indisposed in Boat took Medicine

Monday 15 July 1850

Light Wines from S E got under way  
at Day light to sail to Cape Henry and  
at 9 AM came to anchor one mile to NW  
of the Light House could not get our Supplies  
on Shore by until 5 PM Drove up our anchor  
& sailed up about one mile further from the  
L House to come to anchor blowing fresh  
from S E at Sunset got under way drove up  
one mile further to come to anchor for the night



Tuesday 16 July 1850 Lying in Lynnhaven  
Bay 3 Miles to the Westward of Cape Henry. L<sup>th</sup>  
Having fresh at E & S sea rising got under way  
in Company with the Schooner October of Boston  
& ran up under Jewels Point & came to anchor  
All hands employed on ships Duty

Wednesday 17<sup>th</sup> July Lying under  
Jewels Point at 9 am Moving from E to Nearing  
near large fleet lying here wind blowing  
Wind increasing at 4 PM blowing very heavy let go  
our best Bower Anchor & a looking weather Miami  
gale still increasing paid out more chain in  
appearance of a Change of wind so near the Day  
a large number of Shipping came in from Sea many  
of them had been out bound to N York & returned back

Thursday 18<sup>th</sup> July 1850

this Day begins with a tremendous gale of wind from  
E & S attended with Rain as much as we possibly can  
do to hold on at Day light Most violent Gusts of  
Wind Lowered our Square sail down & our Square sail  
& Booms took in our Jolly Boat from the Crows. it  
increases hardening upon a Hurricane. 30 Sail flying  
near us two of them has drag the remains are hold  
on although we are light & take great loss of the wind

has not started her anchors but expect to every  
Heavy gust that comes. at 10 Am began to (Measure at)  
Wind (haul to S E at Noon S W <sup>the</sup> cutter came  
Down from Norfolk and anchored to the SW of us at 2  
PM Wind S W Scotch Mist at 4 no wind at West  
& blowing fresh from ~~that~~ that quarter Shipping are  
likely to go another anchor at 7 no let go our best bower  
Anchor again blowing heavy & raining until  
midnight

Friday 19 July at 2 Am snow  
began to break & ceased raining wind WSW  
at Day light. Clear weather blowing heavy  
at 6 Am the fleet began to heave up & get  
under way with double reefed Sails & to proceed  
to Sea at 9 Am we weighed anchor & sailed  
up one mile past Craneys Island Light Bore  
& came to anchor we being short of Provisions  
compelled us to go & obtain Supplies at Norfolk  
& did so through Messrs G. H. Anarson & Co. at  
Mr. Sheridan's Grocery Store returned on  
board at 4 PM got under way hot & 8 PM  
came to anchor to S E by E from Old Point  
Came just 2 Hours up the river at night



Saturday 20 July 1850

fine pleasant weather Left  
Minas from N.E. got under way at 2 am & sailed  
down abreast of Cape Henry Light House came  
to anchor in 6 fathoms went on shore & supplied  
the Light - had a tolerable good time got through at  
noon returned on board at 1 PM weighed anchor  
& sailed for Apateague L House Mind S.E.  
at when abreast of Smiths Head Star'd N.E.  
untill Port-Hay Head then N.E. by S & made  
Apateague Light bearing N.W. at midnight  
were ship & here too

Sunday 21 July 1850

all this day fine pleasant weather by of shore  
untill 2 PM then sailed in to the westward  
of the Shoal of South port of the Island Light  
House bearing N by E & 1/2 mile the woods  
on the west port bearing S.W. & the outer port  
of the Shoal bearing E.S.E. & lying to anchor in  
14 & 5 fathoms went on shore at 1/2 up to the  
L House one bagueta mile from our landing  
return on board

Monday 22<sup>nd</sup> July 1850

first boat massacre appearance of a Squall  
from the West but none left our Schooner  
with supplies for the Lighthouse at 1 am  
one mile & a half from the shore soon landed  
in the surf found the keeper on the beach  
with his team to cart the oil up here we  
only land the oil to the keeper takes charge of  
it went up to the Lighthouse & repaired the lamps  
got a plenty of Black Berries & paid the keeper  
5 Dollars & returned on board at 6 am appearance  
of bad weather wind now E & S E got  
under way at 7 am stood out 8 miles & back  
Ship to the N E by 10 at 10 am tack of shore  
at 11 a squall came on N W 9 miles distant  
began to rain this Civil Account ends &  
Sea Account begins Several Sail in sight

Tuesday 23<sup>rd</sup> July 1850

All this Day Breezeable weather Wind E & S E & N  
N E stood off shore heading up 9 E by S. until  
8 PM then nearly calm at 11 a. Light House  
Sprang upon the W point E & S E rose Ship at 11 PM



To the Id. Midnight Calvary at 2 Am come on  
foggy & continued untill 8 Am & then Lighted  
up a humble of Sail in Light at 10 Am made  
offstage S & E part of it at 11 Am took Ship off  
Thore we have only gained these 24 hours  
about 4 or 5 miles there is a strong Current setting  
to the South a considerable

Wednesday 24<sup>th</sup> July 1850

.8

This Day begins with fresh winds from the E. S.  
making up W & E by E at 1 Pm broke our  
Heads against the <sup>Bank</sup> of the river & fixed it  
again quite a heavy S & E swell many sail  
in sight bound South to S at 8 Pm took  
Ship to N by E Sailing 4 miles per hour  
Midnight Calvary at 2 Am heavy showers  
of Rain soon stoppt at 7 Am foggy a little while  
then cleared up Lett by Obs 3812. Is here 15  
fathoms

Thursday 25 July 1850

This Day begins with Light winds from  
East at 8 Pm between a Bark & a Brig  
bound South all sail set sailing 3 miles  
per hour fine pleasant evening

at Midnight Light winds to Hazy at 1 AM  
Hazy Lighten up wind increasing Steaming  
N E by E at 6 AM foggy & lightening up at  
times at 8 fog dispersed at noon fine  
pleasant weather Latitude 39, 30. S. in 20  
fathoms Mistake Point bearing NE  
3/4 N 120 Miles (Distant we have spoked  
a number of Ruffs bound on our course that  
they were heavy loaded hauls of Light

July 26 1850

this Day begins with a light full weather  
All sail set Sailing 6 miles per hour on a  
S E by N run Several sail out of sight  
bound on our course at 7 PM Heavy cloud  
to the North & the wind falling us at 8 wind  
back into the North at Midnight blowing  
fresh to Cloudy

July 27 1850.

begins with heavy breezes from the N at 2  
am N E at 6 am. Made Fine Head L<sup>th</sup>  
ahead bearing N W - bore away for 100  
Eased at the head at 11 am at 1 am bore  
at 2 small breeze from the South at 5 AM



brave Pop In York intended not to stop  
at 6 PM went through Hurst Gate at Minn  
right past Huntington L House wind bound  
to the sh

~~Friday~~ 28 July Sunday 1850  
arrived in New Bedford at 5 am all  
about been absent 3 Months & 10 Days  
we have supplied all the Light Houses from  
Cumberland Head Georgia to Apateague L House  
42 Light Houses 482 Lamps

Monday July 29 1850  
began to discharge our Empty Casks  
Tuesday 30 July 1850  
finished discharging at 8 am at 11 Told Casks  
Shooks to Repair Oil At Auction

Thursday 1<sup>st</sup> August 1850  
Worked Worked all the forenoon Loading Oil  
Raining the Other part of the Day

Friday 2 August 1850  
Worked Loading Oil the forenoon the Remainder  
of the Day Raining Weather

at 8 Am to come to anchor with the  
North Light House bearing E by N  
went on shore & supplied the Light House  
with Oil got through at 3 PM weighed anchor  
& sailed to Straits Mouth Light House & supplied  
it got through at 5 Am. & sailed for Weymouth  
Point Light House came to anchor close to the  
Bar Bay Light bearing S by E at dusk got through  
& returned on board at 9 PM got under way for  
Ipswich Light House & ran about 4 miles & <sup>6</sup> am  
to anchor Ipswich Light bearing W by N 5 fathoms  
at 10 PM blowing fresh from WSW. & lightning  
from the North

Tuesday 13 August 1850

Lying about S E  $\frac{1}{4}$  of a mile from the Bar Bay  
of Ipswich at 630 am started with ~~with~~ our  
two Boats & Supplies went 8 miles & supplied  
Ipswich Light House got through at 10 am  
returned on board at 11 o'clock at 1 PM Lighted 2 at  
under way for Plum Island Lights at 4 PM sailed  
in the South passage there is two passages now  
the South passage you bring the Western Light House  
a hands-pike length open to the Westward of the



Eastern Light & then run for it until near the  
Beach & then follow the Beach up until past  
the Breaker which you have of your Starboard  
hand & then haul out to the NE to clear the point  
Shoal which must be left on the Larboard hand  
then Star up the Middle of the River & come to anchor  
where you please Come to Anchor at 5 PM went  
on Shore & Supplied Plumbe Hand Lights while  
on Shore it came on to Rain very Heavy could  
not quite finish returned on board at 8 PM at 9 AM  
Raining & blowing Heavy from East. & the  
goodness of God how great to cause us to  
come into Port to shun this Storm that is beating  
Against our little Bark at Midnight blowing  
Heavy & Raining

Wednesday 14 August 1830  
This begins with a heavy Gale at N.E. & raining  
at 7 AM let go our Starboard Anchor blowing  
Heavy at Noon more Moderate Clear of all  
at 2 PM went on Shore & finished pumping Oil &  
return on board at 4 nearly calm & continued

Thursday 15 August 1830

begins with Light Winds from North at Day  
Light got under Way from our Anchoring Place

Just below the Rocks & above the Wharf  
I proceeded out towards the Bar a pilot came on  
board just as we were up & offered to pilot us out  
the pilotage is only 62½ Cents per foot at 6 am  
Crossed the Bar & discharged our pilot & sailed by the  
Wind. E. Wind fresh E at 10 Tacked Ship to NW light  
Wind & boats until 6 PM little breeze sprang up  
from WSW Wholes Back Light bearing 87° E 8 miles  
Distant Steady fresh at Midnight here too. No wait  
for Day Light to Supply Wholes I land L House

Friday 18 August - Just after Day  
sun in Coast in Board White Ham L House came  
to Anchor in 12 fathoms it being high Water having  
some went on Shore to Supply the Light - wind  
SW returns on board at 10 am & sailed for Wholes  
Back L House arrived & came to anchor to the West  
of the L House quarter of a Mile blowing fresh  
at 1 PM went to Supply & it rained & blowed  
& took us some considerable time to Supply it got on  
board at 4 PM got under way & sailed up to the  
Lower Cove just above the Fort & came to anchor  
at 5 PM fresh winds from SW went up to  
Portsmouth & got a letter from my Wife out of the  
Post office.



Saturday August 17<sup>th</sup> 1830 Lying at Portsmouth  
All this Day Blowing fresh & I went to  
supply the Light House this morning return in  
ward at 9 am wrote a letter to My wife &  
Brother

Sunday 18 August 1830 -  
All this Day fresh Mirra from Mr E Herry  
Cota went on shore to Newcastle where there is  
a Christian Church. I went to Meeting Elan  
Notton is their Pastor & I think a worthy good man  
& tries hard for to convert Sinners to God -  
I was introduced to him as Meeting commenced after the  
Service was ended he gave me an invitation  
to go home with him (said) so & he gave me  
an invitation to preach in the Afternoon we  
went at the usual time found the Church well  
filled. I took the last Chapter of 2<sup>d</sup> Epistle of  
Peter to talk upon I had a free good time  
~~went home~~ ~~we~~ after the Service was ended Elan  
Notton gave me an invitation to attend the  
Prayer Meeting at 6 o'clock & to assist him. I  
came at the appointed time I found the Meeting  
by prayer he then read Chapter talked some upon

It gave way for any one to improve I got up  
& gave an Exhortation on Eld Brother upwards  
of four score years knelt-Dawn full with the  
Holy Spirit & made a humble solemn  
Prayer was formerly a Minister a Devout  
Man the Meeting closed & all the Brethren  
& Minister was pleased that I was with them  
& assisted in these Sabbath Days Services returned  
on board. Elder Cotton gave me a pressing invita-  
tion to go home with him & wife to stay all night  
it is pleasant & profitable to work in the Lords  
vineyard & O how little have I looked to what  
I might have done. the Lord pardon & forgive  
this thing in thy unworthy servant & give him  
a deeper Mark of Grace in his own Heart  
that he might discharge his Duty to the O God &  
himself & his fellow Creatures

Monday Aug 18<sup>th</sup> 1850

got under way & sailed out by Wholes Back  
Light Vessels from E road to SW at 4 PM came  
to anchor in 13 fathoms 3 quarters of a mile from  
Plant & House Bearing S E by S & got our supplies  
into the large Boat & went on Shore on the Saut.



Side & could not land there, then tried the new  
Side where the Boat ways were tried to get her on  
them & in so doing (wiped them to the sea her ha-  
vels to the Rocks & broke in one of the Bottom  
planks & knocked the plug out of the Boat which  
caused her to head badly & so near night unable  
to return on board took <sup>in</sup> our Air & repair averages  
got on board. Just before Sunsett concluded  
to try to anchor all night without it came on  
to blow. } Tuesday 20 August 1850

Left at Midale just of the Day Weina from Dr  
to Dr & repaired our Boat this morning took in our  
Supplies & started for Boon Island L House & came  
soon arrived on the South Side of the Island anchored  
as near the Shore as it was prudent - throw our  
Air out of the Boat & hauled it on Shore & took it up  
to the Light House over Rocks this is the Best Landing  
if a West Wind. & the Dr E Side if a SW wind.  
Much Better than the Boat way Landing that is  
hard getting the Air up to the Lt. ~~and~~ on board  
at 10 Am got under way at 11 Am (Moderate  
Breeze from Dr E by E) stood by the wind on shore  
& then back of 6 miles & fell calm. & went then  
Light Air all round the Camp. at Sunsett

A brace Spang up at NW at Midnight Come to  
Anchor Goat Hand on Cape Porpoise Light-Bore  
N by W & W by N distant 6 or 7 fathoms

Wednesday August 21<sup>st</sup> 1850

begin with fine pleasant weather Wind Light  
from NW at Day Light went with our sup-  
plies & supplied Goat Hand L House returned on board  
if you want to run in to make a Harbour being the  
L House to the westward you can go it leave the Bore  
on your Starboard & when the Entrance is square  
open before you Enter the Middle Bore in come  
to Anchor East of the first Point After entering on the  
Starboard Side — — —

Sailed for Wood Hand Light House at 9 am  
Light was as used to come to Anchor at 10 am went  
on Shore & supplied Wood Hand Light House  
tided All Night with the Tide

Thursday 22<sup>nd</sup> August

got under way at Sunrise from Wood Hand & sailed  
for Cape Elizabeth Light Houses Light was as from West  
at 10 am come to Anchor abreast of the Cove went on  
Shore & supplied it got through at 4 PM returned on board  
got under way for Fox Portland Head Light & arrived to  
Laid to Supply it & sailed up to Portland & came to anchor



at sunset went on Shore Board via Letter from  
My Wife sent a letter in answer to it sent to my  
Brother

Lo inas the Day

Friday<sup>23</sup> fine clear at 11 am got under  
way from Portland & sailed down to the Cove 3/4 of  
a Mile above Portland Light House & came to anchor  
beated our fire on Shore & had it coasted down  
to the Light House (paid) 3 Dollars for Coasting  
got through at 4 PM returned on board got under  
way for Legoin Light House & at 8 to 8 1/2 PM  
came to anchor at midnight at the Entrance of  
the Cove Landing on Legoin Island

Saturday August 24 1850

first part of the Day Moderate went on Shore  
early this morning had our fire coasted up the hill  
to the Light House (paid) 2 Dollars got through  
at noon return on board got under way for  
Pond Island Light House and at 130 PM went on  
Shore & supplied it return on board at 3 PM  
got under way & sailed to up to Hittsburg came  
to anchor on the East Side of the River

Sunday 25 August 1850

Appearance of a Storm went on Shore with part of  
my crew to Hittsburg calculating to find a meeting

as there was a fine Church but on arriving on Shore we ascertained  
that there was no preacher appointed on for the afternoon  
quite a number met considering the short notice. about  
the time it broke up it began to Rain & kept increasing went  
on hard in the height of the Rain & ended the Day  
Monday 26 August 1830

This Day begins with stiff breezes &  
Clear weather got under way at 7 Am ~~from~~ for Henaricks  
Head L House. but soon it & went into Townsend Harbour  
then went through the Thoroughfare with our boat & Supp  
ed Henaricks Head Light House returned on board just  
before Sunsett

Tuesday 27<sup>th</sup> August 1830

Supplied Burnt Island Light House got under way  
for Penicillid & Supplied then Sailed for Franklin Point  
& Supplied that & got through about Sunsett & by at  
the N E End of the Island Chosen hard & in 9 fathoms  
all night we have Supplied 3 Light Houses to Day

Wednesday 28<sup>th</sup> Aug 1830

got under way at Day Light for to Sailed  
up to Hering gutt to Supply Marshalls Point L House  
arrived there at noon Supplied the Light at 1 PM returned on  
board & Sailed for White Head L House come to anchor  
in the Harbour to the S.W. of the L House on mid distant



Went with two Boats & supplied the Light House  
repaired the Apparatus got on board at Sunset

Thursday 29<sup>th</sup> August 1850

got under way from White Head Harbour at  
7 Am for out Head Light House & after stopping  
Potatoes Island about half a mile ran on to a smaller  
Island about half way to an Island lying to the NW of the  
Island & brought up by about half an hour it was very smooth  
& being flood tide soon floated off & arrived at Swilthead & anchored  
Round a little to the west of it at noon went on Shore & supplied  
the Light soon got through & sailed for Browns Head Head  
over. By 5 until Browns Head Light bore E by E & brown for  
it & anchored abreast of it in 9 fathoms arrived just before  
Sunset went on Shore & supplied the Light soon got through  
& beat out past the Leages & sailed for Negro Island  
L<sup>th</sup> Head Mt. W. at Midnight came to Anchor  
inside of the Island so ends the Day

Friday 30 August Lying at  
Camden until 1 PM A being calm then sailed out  
the Harbour & Stead N E to N E by N & then N E by E for  
Fort Point arrived at 10 PM

Saturday August 31<sup>st</sup> 1850

at Sunrise went on Shore & supplied Fort Point L<sup>th</sup>

Soon got through & boat driven to Castine  
Came to Anchor above the Fort at 1 PM  
went on shore with our Supplies & loaded  
them above the Fort & had them carted & gave  
\$2.50 Cent went up to the Town & recd a letter  
from my Brother & a box of Long Bunnies  
which come from Boston

---

Sept 1<sup>st</sup> Sunday fine pleasant weather  
went to the Congregational Church in  
the fore noon Methodist afternoon & Evening

Monday Sept 2<sup>d</sup> 1850. first & middle  
part of the Day pleasant latter part foggy  
got under way from Castine & went  
down to Eagle Island but it became foggy  
but found the way in to our Anchoring ground  
& came to Anchor at Dark

Tuesday 3<sup>d</sup> Sept Lying at Eagle  
Island a foggy Day Supplied the Light had  
the oil Carted gave 1.50 ¢

Wed Sept 4<sup>th</sup> 1850  
first part of the Day Light. Wind from South  
got under way from Eagle Island & drifted &  
went down to Saddle Back Rock Light House



quite smooth although had to haul our oil  
on the Rock soon got through & sailed for  
Mount Desert at 5 PM & made the Rock  
Light at 10 PM at midnight foggy made the  
surf on head of on the Rock haul to the S  
& heard it

Thursday Sept 5th 1850

foggy from midnight until 10 am heard  
of & found ourselves some distance to the west  
ward of the Rock here away hauled at 1 PM  
berry smooth & light wind came to anchor  
of the Rock House in 10 fathoms. Supplied  
the light at low water remarkable smooth  
got through at sunset our anchor came  
got caught under a Rock & it was sometime  
before we could clear it at 7 PM sailed  
for Baker's Island & past it & sailed up to  
C. Bear Island & came to anchor at mid  
night

Friday Sept 6th 1850

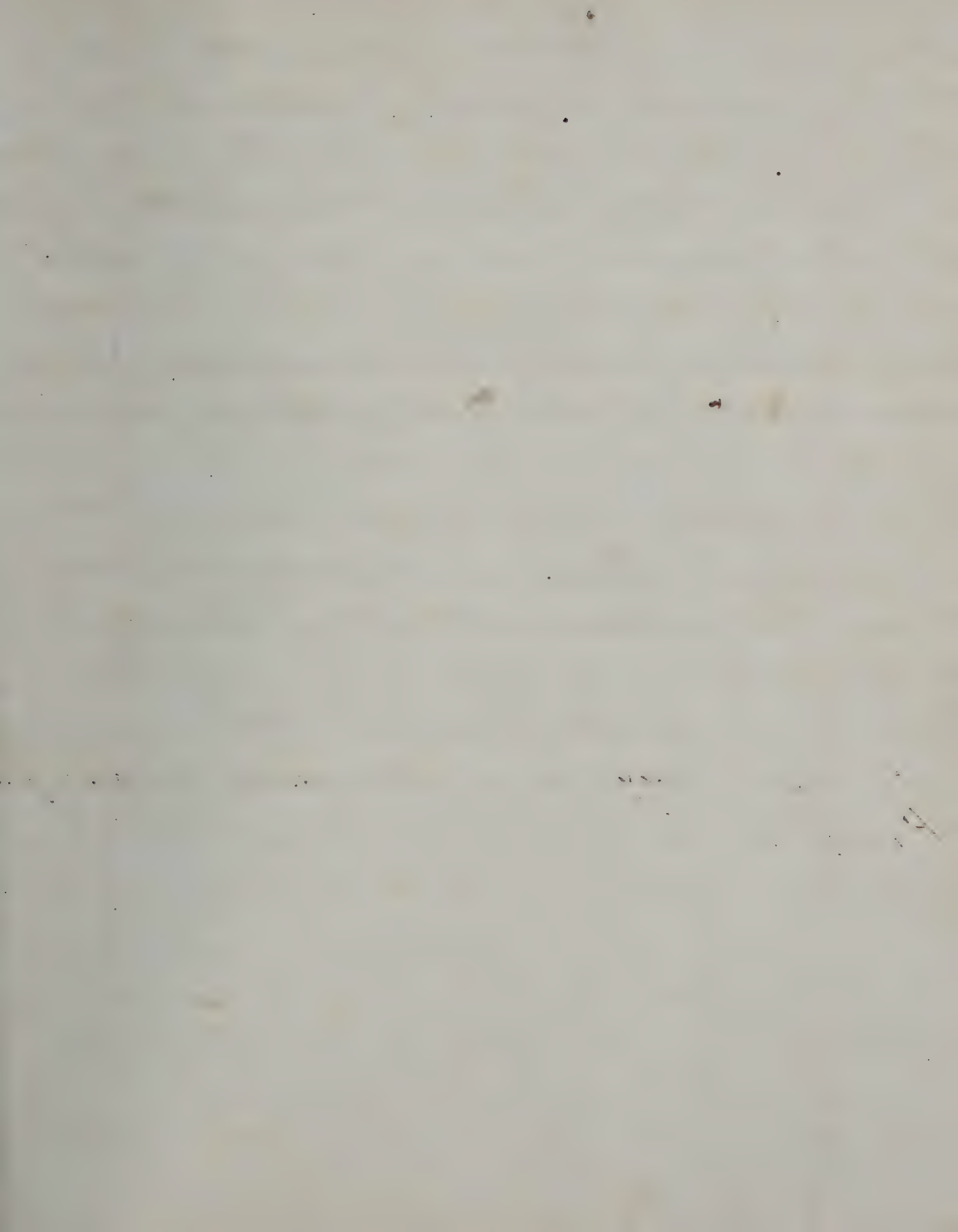
went on shore & supplied the light at Bear  
Island foggy in the afternoon went to pick up  
Blue Berries

Sat Sept 7<sup>th</sup> 1850. Lying at Bear Island  
until 4<sup>th</sup> noon by spells until 4  
Started with our Supplies in the Long Boat  
& Supplied Bakers Island 4 Miles distant before  
we got through it came on powerfull Rains  
with Thunder & lightning & kept the landing  
a little before Sunrise landed on board at 7.30  
Raining hard at Midnight powerfull Rains were  
E. & E.

Sunday 8 Sept 1850  
a powerfull Rain until 10 am & blowing  
heavy the remainder of the Day & backed  
into the str

Monday 9 Sept 1850  
got under way from Bear Island & sailed for  
Plover Is



























C. Salve for Grafting Trees;

1 part beeswax. 2 parts Tallow  
3 or Rosin — Melt them over a  
gentle fire Stir it while boiling untill  
it Ropes

Wassaw Bluff  
Sandhill

